

ESTIMATES 2007

Question on Notice

Territory and Municipal Services

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28 Territory and Municipal Services Foskey

Office of Transport

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

In relation to the Office of Transport (Annual figures for the last five years):

1. Could you please breakdown fatalities figures, into pedestrian, cyclist, motorcyclist, car passenger, car driver?
2. Could you please provide us with a similar breakdown of figures for non-fatal accidents?
3. Could you please provide statistics on accidents reported between cars and bicycles in places where bike lanes merge or cross roads (particularly green lanes where cars exit)?

Mr Hargreaves: The answer to the Member's question is as follows:–

1. The table below shows ACT on-road fatalities for the years 2001 to 2006 inclusive.

	2001	2002	2003	2004	2005	2006	TOTAL
Car Driver	9	6	4	5	8	6	38
Pedestrian	3	0	2	2	5	2	14
Cyclist	0	0	0	0	1	1	2
Motorcyclist	1	1	0	1	8	3	14
Car Passenger	3	2	3	0	4	1	13
Other	0	1	2	1	0	0	4
TOTAL	16	10	11	9	26	13	85

2. The table below shows ACT on-road casualties for the years 2001 to 2005 inclusive. Data for 2006 has not yet been finalised.

	2001	2002	2003	2004	2005	TOTAL
Car Driver	296	214	220	243	290	1,263
Pedestrian	40	30	20	33	36	159
Cyclist	44	32	23	33	40	172
Motorcyclist	61	47	39	66	60	273
Car Passenger	127	62	65	85	114	453
Other	24	11	9	16	7	67
TOTAL	592	396	376	476	547	2,387

3. Crashes between cars and bicycles are included in the figures above. However, data specifically related to on-road cycle lanes has not previously been recorded in a way which allows it to be readily extracted. A change has recently been made to the ACT crash database to allow this information to be separately recorded and identified in the future. There have been no crashes between cars and bicycles on on-road lanes recorded since this change was made.

39 Territory and Municipal Services Foskey

Civic Library

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

In relation to the Civic Library:

1. When can we expect the Civic Library to reopen?
2. Will more obvious signage be erected near and around the Civic Library?

Mr Hargreaves: The answer to the Member's question is as follows:—

The answers to Dr Foskey's questions are as follows:

1. Civic Library will reopen on Monday July 16, 2007
2. A large sign identifying "Civic Library" will be erected on the exterior of the main shard of the library building facing into Civic Square within coming weeks. The sign will be visible from across London Circuit and will be illuminated at night.

40 Territory and Municipal Services Foskey

Student bus travel

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

In relation to student bus travel:

1. How many school students travelled by bus in 2006 and 2007 respectively?
2. Has student bus travel increased in 2007?
3. Has there been any obvious increase in student bus travel in regions affected by school closures at the end of 2006?
4. Does the Minister expect any increase in student bus travel over the next two years as a result of the school closures and amalgamations?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. 2005-06 : 5,103,000 (rounded to nearest thousand)
2006-07: 4,983,000 (estimate rounded to nearest thousand)
2. No.
3. No, ACTION has not experienced an obvious increase.
4. No. However, ACTION will monitor this through the Schools Transport Liaison Committee which includes representatives from the Department of Education & Training.

41 Territory and Municipal Services Foskey

Public transport infrastructure

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

In relation to public transport infrastructure:

1. Can the Minister detail what the \$360,000 allocated to public transport infrastructure will be spent on?
2. Will the funds allocated to additional bus stop seating in the City include a provision for rain shelters at bus stops that are not presently undercover?
3. If not, why not?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. Typical projects may include upgrading of public transport infrastructure to meet disability standards, provision of new bus stops or passenger amenity works.
2. No. Only seats will be provided.
3. Bus stop shelters are provided under a different contract at no cost to the Territory.

42 Territory and Municipal Services Foskey

Schools and traffic safety

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

In relation to schools and traffic safety:

1. Has the Government carried out a traffic safety audit in the regions affected by the school closures in 2006?
2. Has the Government carried out a traffic safety audit in regions to be affected by upcoming school closures and amalgamations in 2007 and 2008?
3. If not, why not?
4. If so, will the results of any audit be published and made available for community comment?
5. Does the government have a traffic safety and management plan for each school, as was recommended by the Child Accident Prevention Foundation?
6. Does the Government operate any road safety education programs for parents and children?
7. Can the Minister detail any traffic calming and safety measures that may have been planned in relation to each proposed school closure and amalgamation to ensure the continuing safety and amenity in school travel for students to be relocated?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. Yes, a traffic safety audit was completed in April 2007. Recommendations relating to the Department of Territory and Municipal Services' responsibilities have been implemented. This involved changes to traffic arrangements at 12 schools.
2. A program for traffic safety audits for schools affected by school closures and amalgamations from the end of 2007 is in place. This will consist of two stages – prediction of probable impacts in October-November 2007, and a reassessment of actual impacts in February-March 2008.
3. Not applicable.
4. The results of the previous audit were made publicly available, and consultation was undertaken with the school communities of affected schools. Future reports will also be made publicly available.
5. Roads ACT is responsible for traffic arrangements on roads in the vicinity of schools. All government and private primary and secondary schools in the ACT have 40 km/h school zones and school or pedestrian crossings. Roads ACT has a program to monitor and review school traffic arrangements, with 5-10 schools reviewed each year. Traffic arrangements within school grounds are the responsibility of the relevant school boards.
6. I am advised that a range of road safety education programs are currently operating in ACT schools, with road safety being an important part of the school curriculum. I am also advised that the Department of Education is developing a new Curriculum Framework for all ACT schools, which will include essential content for the teaching of road safety education from preschool to

year 10. The Road Ready pre-driver education program, focusing on driver attitudes and behaviour, operates in most ACT high schools.

7. See response to Question 1.

43 Territory and Municipal Services Foskey

Wheelchair accessible taxis

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

In relation to wheelchair accessible taxis:

1. Given that the 2006-07 outcome for taxi waiting times for wheelchair accessible taxis was 90%, down from a target of 100%, can the Minister explain what this means in terms of real waiting times:
 - a. How long did the people waiting for these taxis have to wait on average?
 - b. What was the longest waiting time for a WAT?

Mr Hargreaves MLA: The answers to Dr Foskey's questions are as follows:

1. The performance standards are a measure of the waiting times for taxi bookings, i.e the time lapsed from the booked time to the arrival of the taxi. The four waiting time measures for wheelchair accessible taxis (WATs) are:
 - **Peak periods:** 85% of hirers experience a maximum waiting time of no longer than 18 minutes and 95% of hirers experience a maximum waiting time of no longer than 30 minutes.
 - **Non-Peak periods:** 85% of hirers experience a maximum waiting time of no longer than 10 minutes and 95% of hirers experience a maximum waiting time of no longer than 20 minutes.

The failure to meet the standard is at least in part due to wheelchair hirings not being booked through the networks and made on a personal basis directly with the taxi driver. Although this can provide benefits for the passenger, it distorts the waiting time data provided by the networks for WAT hirings.

- a. The waiting time data is provided in ranges rather than set times, therefore an exact average waiting times cannot be provided
- b. There is no data relating to the longest waiting times for WATs.

44 Territory and Municipal Services Foskey

Street & Park trees removal and plantings

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

In relation to street and park trees removal and plantings:

1. Will the park plantings be drought tolerant plant species?
2. Will the park plantings be compliant with the Water Sensitive Urban Design Guidelines into account?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. Trees that are planted on public land will be suitable for Canberra's typical climatic conditions. The tree species to be used will be selected from the list titled "Plant Species for Urban Landscape Projects" contained within the "Design Standards for Urban Infrastructure". This list is regularly updated and species that are found to be unsuitable for Canberra's typical climatic conditions are removed from the list, whilst others that are proven to be suitable are added.
2. Plant species chosen to be planted on public land will be consistent with the Water Sensitive Urban Design Code, launched by Minister Barr on Friday 6 July 2007.

45 Territory and Municipal Services Foskey

Capital upgrades to Urban Open space

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

In relation to capital upgrades to Urban Open Space:

1. Can the Minister detail what the \$1.343m allocated to capital upgrades to Urban Open Space will be spent on?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. The Capital Upgrades to Urban Open Space will include the following 2007-08 programs:
 - a. Playground Safety Program has a budget of \$520K and will see seven play areas upgraded in Spence, North Lyneham, Oaks Estate, Fadden, Kambah and Wanniasa.
 - b. Landscape Upgrade Program has a budget of \$353K and will see minor landscape upgrade to various open space assets throughout Canberra.
 - c. Neighbourhood Park and Street Tree Replacement Program has a budget of \$260K which will see health assessments and replacement designs for approximately 1370 trees in the older suburbs of Canberra; and the subsequent removal and replanting of approximately 400 of these trees.
 - d. Toilet Refurbishments has a budget of \$210K which will see the refurbishment of toilets at Weston Park and Uriarra East.

50 Territory and Municipal Services Foskey

Tree replacement strategy

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

In relation to the tree replacement strategy:

1. Could the Minister please explain how the coloured spot system for the tree replacement strategy works?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. The Urban Tree Management Unit of Territory and Municipal Services uses coloured paint to mark trees that have been identified for removal. During the past three years yellow, green and pink coloured paint has been used respectively to mark trees that have either been killed by the drought or otherwise identified for removal. The location of the marked trees and their size details have then been added to lists of trees to be removed by either contractors or day labour with potentially hazardous or structurally deficient trees being removed first.

51 Territory and Municipal Services Foskey

Waste Management

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

In relation to waste management:

1. Is the Minister aware that it is cheaper to dispose of many toxic pollutants, e.g. Mercury, through dumping them in landfill, than it is to responsibly dispose of them safely through Govt approved recycling schemes?
2. Has the Government got a plan for how households will be able to dispose of compact fluorescent light bulbs safely, rather than having hundreds of thousands of them added to landfill each year?

Mr Hargreaves: The answer to the Member's question is as follows:–

1. While it may be cheaper for waste generators of toxic pollutants to inappropriately dispose of these materials to landfill it is illegal. The ACT's only operational landfill is operated under an Environmental Authorisation, which is a regulatory tool of the Environmental Protection Act 1997. The Mugga Lane Landfill is licenced by the Environmental Protection Authority (EPA) to only accept waste materials that are permitted to be disposed of under the particular class of landfill that has been constructed. The Environmental Authorisation and the ACT's Environmental Standards: Assessment & Classification of Liquid & Non-liquid Wastes work together to set out what materials are acceptable. Additionally, the EPA regulates the movement of toxic and hazardous wastes.
2. I have been advised that my Department is currently investigating schemes and systems for the recycling of compact fluorescent light bulbs safely. Departmental officers are working within the auspice of the National Waste Working Group to explore industry based Extended Producer Responsibility schemes where take back arrangements would be organised and funded by industry. Also ACT NOWaste is investigating the possibility of drop-off systems at Mugga Lane and Mitchell Resource Management Centres and having the material sent to Melbourne for processing and recovery. It is preferable to have a national industry based approach, however if it appears that such an approach would be years away then I would expect my Department to seek funding to implement operational arrangement at our waste facilities.

76 Territory and Municipal Services Seselja

Civic to Belconnen Busway

Zed Seselja MLA : To ask the Minister For Planning (redirect to Minister for Territory and Municipal Services)

– In relation to the proposed Civic to Belconnen Busway and or Transit Way:

- (1) How much has been spent on the Civic to Belconnen Busway/Transitway since 2003?
- (2) What has been the total Budget allocation for the Civic to Belconnen Busway/Transitway for each year 2003-04; 2004-05; 2005-06; 2006-07?
- (3) What has been the total expenditure on the Civic to Belconnen Busway/Transitway each year 2003-04; 2004-05; 2005-06; 2006-07?
- (4) What is the break down of the budgeted and spent amount each year 2003 – 2007 for:
design, feasibility and environmental studies,
public relations,
other significant categories of expenditure?

Mr Hargreaves : The answer to the Member's question is as follows:–

1. Total expenditure on the Transitway/Busway has been \$3,550,438
2. As part of the 2004/05 budget announcement \$6million was committed for Sustainable Transport Initiative (STI) Part 1 which included the Belconnen to City Transitway. The funds were split between 2004/05 (\$3million) and 2005/06 (\$3million) financial years. As part of the 2005/06 budget process approximately \$1.1million was returned to Treasury. STI Funding for 2006/07 was \$1.5million, this money was rolled over from the previous year and was not additional money.
3. The total expenditure on the Civic to Belconnen Busway/Transitway each year 2003-04; 2004-05; 2005-06; 2006-07 is as follows:

Year	Expenditure
2003/04	\$0
2004/05	\$681,440
2005/06	\$1,900,979
2006/07	\$968,019

4. The break down is as follows:

Categories	Expenditure
Design, Feasibility and Environmental Studies	\$1,791,965
Public Relations	\$113,236
Program Management and	\$905,625

Administration	
Specialist Consultancy	\$739,612

189 Territory and Municipal Services Seselja

ACTION buses

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

In relation to : ACTION Buses advertising and revenue:

- 1) How many clients have used ACTION buses for advertising in 2006-07?
- 2) What revenue by client has been generated through bus advertising in 2006-07?
- 3) Is the co-ordination and management of ACTION bus advertising undertaken by ACTION Personnel or by a contractor?
- 4) If by a contractor,
 - a) How is payment calculated (by commission or by fee)?
 - b) How much was the contractor paid for services supplied in 2006-07?
 - c) What actions or campaigns were undertaken by the contractor to secure more advertising revenue for ACTION?

Mr Hargreaves : The answer to the Member's question is as follows:—

- (1) Data regarding the number of clients using the ACTION advertising services contract is reported annually by the contractor. The annual report for 2006-07 has not been received to date.
- (2) Revenue collected through the contract is considered commercial-in-confidence and is not available for distribution.
- (3) ACTION bus advertising is serviced through a 3rd party contract.
- (4)
 - (a) Fixed fee and a percentage of advertising revenue.
 - (b) Service payment amounts are commercial-in-confidence.
 - (c) No specific campaigns are required under the contract but increased shared revenue incentives exist for ACTION and the contractor if more clients advertise on buses.

199 Territory and Municipal Services Mulcahy

National Heritage list

Mr Mulcahy : to ask the Minister for Territory and Municipal Services, in relation to Budget 2007-08 Paper 4, page 284 in relation to Albert Hall:

- (1) When was the decision made to nominate the Hall for the National Heritage List?
- (2) What heritage advice, if any, did the Government receive in relation to Albert Hall prior to the issuing of the current tender for the management of the facility?
- (3) What options is the Government now considering for the leasing and management of the Albert Hall?
- (4) What options is the Government now considering for funding the restoration of Albert Hall?
- (5) What was meant by the Minister's reference (on 6 June) to "augmented funding"? How much would this be and over what period?
- (6) Does the Government propose to approach the Australian Government for any funding for the Albert Hall? If so, how much funding is being or will be sought?
- (7) What, if any negotiations have the Government had with the National Capital Authority or the Australian Government about the Hall?
- (8) What has happened to the rents received by the Government from the manager of the Hall over the past 10 years? Was this money spent on maintenance of the Hall? Was it put into general revenue?
- (9) What are the number of days and events for "community use" over the past three years - including free use, events supported by the manager's company and those for which community groups charged an entry fee or made a return?
- (10) Are the records of use over the past three years available? If not why not?
- (11) How will the Government identify prospective future uses of the Albert Hall for community, cultural and civic uses of a fully restored and functional Albert Hall?

- (12) Does the government intend to undertake a detailed survey of community and cultural groups, including current users and former users of Albert Hall, to identify groups that want to use Albert Hall and their specific interest in such use?
- (13) What is the Government response to the motion unanimously adopted at the 24 May 2007 Albert Hall public meeting that a joint Federal /ACT advisory body with equal community representation be formed to consult on a sustainable future for the Albert Hall Heritage Precinct including potential future uses and management options?
- (14) Does the Government intend that affordable community, cultural and civic use be the primary purpose of the Hall and its management? If not, what is the primary objective of management of Albert Hall?
- (15) What are the current rates for community and cultural groups to hire Albert Hall at standard (general) and discounted prices?
- (16) Under what circumstances do discounted prices now apply to community groups?
- (17) How does this pricing compare to other similar facilities in Canberra?
- (18) What pricing structure and price review mechanism will the government put in place to ensure affordability of community, cultural and civic use?
- (19) Will pricing of the Hall for hire be made publicly available, for example, on a website?
- (20) Given the huge impact to usage of the withdrawal of public liability insurance cover, is the Government considering covering public liability insurance costs for community, civic and cultural groups hiring the Hall?

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

- (1) On 24 May 2007 the Chief Minister announced that the ACT Government would write to the Federal Minister for the Environment and Water Resources, Malcolm Turnbull, nominating the Hall to the national Heritage List.
- (2) A heritage consultant was engaged to prepare a condition assessment report which identified the extent of the repairs and maintenance required for the Hall.

A Conservation Management Plan (CMP) was also prepared. The CMP was considered and endorsed by Heritage Council. The CMP was a critical part of the tender in that it set the heritage conservation values that need to be taken into account.

- (8) The rent from Albert Hall, as with other heritage assets such as Yarralumla Woolshed and Tuggeranong Homestead, is departmental revenue that is used for general repairs and maintenance of these heritage assets.

- (20) This Government has done more for the ACT community in relation to insurance issues than any other Australian jurisdiction: free risk seminars, now attended by upwards of 2,000 people; a dedicated website that incorporates world- first free integrated risk rating and risk management plan development tools; extensive and continued engagement with the volunteer and non-profit sector; and immediate access to dedicated advice about insurance issues since 2002 have represented the hallmark of this Government's dedication to securing community insurance availability.

To date, the ACT Insurance Authority has received no inquiries or requests for assistance or advice on insurance issues from any group desirous of using the Albert Hall.

- (3)(4)(5)(6)(7)(9)(10)(13)(14)(15)(16)(17)(18) & (19)

These are matters still under consideration, commercial in confidence or a matter for negotiation with other bodies.

285 Territory and Municipal Services Mulcahy

Foreign diplomatic missions

Richard Mulcahy MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper4, page 282 –

- (21) Have there been discussions between the ACT Government and the Department of Foreign Affairs and Trade in relation to the payment of fines by foreign diplomatic missions?
- (22) If so, when and with whom were they held?
- (23) What was the outcome of the discussion?
- (24) Was any decision taken subsequently to expunge or withdraw outstanding diplomatic fines?
- (25) If so, on what grounds was this decision made?

Mr Hargreaves : The answer to the Member's question is as follows:–

- (1) Yes.
- (2) Telephone discussions have been held on a number of occasions over the past twelve months with the Director and staff of the Protocol Branch.
- (3) It was confirmed that infringement notices would be withdrawn in line with the agreed guidelines for withdrawal of infringement notices –DI2001-243. It was confirmed that the reports DFAT required in relation to outstanding infringements were adequate for DFAT to continue to encourage payment of outstanding fines.
- (4) Yes.
- (5) A number of infringements were withdrawn in line with DI2001-243 because the offenders are overseas residents and had left Australia.

317 Territory and Municipal Services Foskey

Organic waste

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

In relation to organic waste:

1. Is the Minister aware of the Australian National University's new large scale HotRot composting system?
2. Is there an agreement between the ACT Government and ANU Green for the ACT Government to divert compost to the ANU HotRot system?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. Yes, I understand that the ANU has established an onsite organic processing facility for the campus to process food and other organic materials generated by the University. I have long commended the ANU for their progressive approaches to campus waste management.
2. I am advised that the organic processing technology installed at the ANU is only of a scale or size that will accommodate organic waste from the University. While there may be some additional capacity for surrounding businesses to gain access to process their food waste, the ANU facility is not of a scale required to process municipal food waste quantities from the broader community. As such, while my department has been watching the ANU progressively develop their waste minimisation strategies no agreement with the ANU for a broader approach to food waste processing is possible.

318 Territory and Municipal Services Foskey

New bus shelters

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

In relation to the new bus shelters to be contracted by Adshel:

1. Was it the ACT Government or Adshel who initiated discussions about the contract?
2. What are the conditions of the contract:
 - (i) How long a period of advertising will be given in exchange in for the shelter shells (in years)?
 - (ii) What is the option to renew the contract upon its conclusion?
 - (iii) After what period does the ACT Government own the shelters outright?
3. What is criteria for placement?
4. Are there any rules governing the content of the advertisements?
5. If so, can the Minister outline them?
6. If so, who will be the final arbiter, the Government or Adshel?
7. Where need is in conflict with visibility, how will the decision be made?
8. Will any legislative change be required to allow for what is the equivalent of Billboard advertising?

Mr Hargreaves : The answer to the Member's question is as follows:—

- (1) ACT Government.
- (2)
 - (i) 15 years
 - (ii) There is no renewal clause in the contract
 - (iii) 15 years
- (3) Placement will be in accordance with ACT Planning and Land Authority (ACTPLA) and National Capital Authority (NCA) requirements. This includes various criteria such as patronage levels, and proximity to local centres, aged care accommodation, schools, employment nodes, other tourist facilities, significant community facilities and increased density development.
- (4) Yes, in accordance with the advertising standards adopted by the Australian Association of National Advertisers and the specific requirements of the contract.

- (5) Advertising must not be displayed which:
- is political, religious, pornographic, false or misleading;
 - depicts smoking or tobacco products or other products or activities contrary to public health;
 - resembles any traffic signs, or has the appearance of giving any instructions or other directions to traffic or constitutes a traffic hazard;
 - promote unlawful or illegal goods, services or activities, or
 - is determined by the Territory acting reasonably to be offensive, or
 - is determined by the Territory acting reasonably to have a negative impact on the Territory's promotion of public transport.
- (6) ACT Government.
- (7) This will be considered as part of the ACTPLA Development Applications process.
- (8) No.

325 Territory and Municipal Services Dunne

Gungahlin drive extension

Vicki Dunne MLA : To ask the Minister for Territory and Municipal Services in relation to the Gungahlin Drive Extension (GDE).

- (1) What is the national standard for the width of a four lane highway?
- (2) What is the width of the section of the GDE which passes under the turnoff to Aranda?
- (3) What is the width of the Tuggeranong Parkway as it passes under the Cotter road?
- (4) Is the GDE wide enough at the Aranda turnoff section to be a four lane highway?

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

- (1) The Austroads guidelines indicate that lanes should be 3.0m to 3.5m wide.
- (2) Stage 1 has two through traffic lanes each 3.5m wide.
- (3) Four traffic lanes each 3.6m to 3.7m wide.
- (4) Yes.

327 Territory and Municipal Services Pratt

Future public transport planning

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

In relation to : Future public transport planning.

- 1) What funds have been allocated in the 2007-08 Budget for examining future clean energy mass transport system options?
- 2) How can those funds be identified in the 2007-08 Budget papers?
- 3) If funds have not been allocated in the 2007-08 Budget, what future plans are there for examining options for future clean energy mass transport systems?

Mr Hargreaves: the response to the Member's question is as follows:

The Member has not defined 'clean energy'. There are some energy sources that are 'cleaner' than others but all energy sources that can be used for mass transport systems have emissions. ACTION is the ACT's mass transport supplier and it uses a mix of energy sources to fuel its buses and it will continue to phase out the older buses that use less clean energy in favour of the most fuel efficient technology.

The work suggested by the Member was completed in 2003-04 with the study of *Public Transport Futures Feasibility*. This study formed part of the development of the Sustainable Transport Plan that was released in early 2004.

337 Territory and Municipal Services Pratt

Bus fleet replacement strategy

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 325 – regarding the bus fleet replacement strategy;

- (26) Please outline the bus fleet replacement strategy for 2007-08;
- (27) What studies have been undertaken to prove the strategy;
- (28) What is the recent record in acquiring buses to implement the strategy;
- (29) How do the accessibility targets of the Disability Discrimination Act affect the strategy;
- (30) Please provide a table outlining the current bus age profile.

Mr Hargreaves : The answer to the Member’s question is as follows:–

- (1) To acquire new buses to meet increasing demand for services.
- (2) Passenger numbers have increased.
- (3) During the period of Liberal Government from 1996 to 2001, 31 new route service buses were purchased. Since taking office in 2001, the Stanhope Labor Government has purchased 74 buses that meet the disability access standards.
- (4) The 2007 DDA target of 25% compliance of the fleet has been met.

(5) Bus Type	Qty	Avg Age Oldest Bus	
Renault PR100.2	204	16.66	19.29
Renault PR180.2	34	18.02	19.49
Renault PR100.3	35	12.73	13.97
Renault PR100.3a	7	10.86	10.88
Irisbus Agoraline	20	4.69	5.25
Scania -	54	2.53	3.42
Dennis Dart -	25	9.77	10.05

338 Territory and Municipal Services Pratt

ACTION patronage

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 325 – Regarding ACTION patronage;

- (1) What service initiatives are proposed to promote the patronage growth targets proposed for the Sustainable Transport Plan?
- (2) How will the additional \$1.25m in funding for 2007-08 outlined in BP3 p64 and BP4 p300 assist, particularly as it is a one-off allocation?

Mr Hargreaves : The answer to the Member's question is as follows:–

1. Service initiatives will be developed as part of ACTION's comprehensive service improvement plan.
2. Recurrent funding of \$1.25 million has been provided to increase services in 2007-08 and to strengthen security around interchanges. The service improvements will follow a comprehensive service plan involving surveys and community consultation, whereby future network needs and funding will be established.

339 Territory and Municipal Services Pratt

ACTION staff

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 325 – with respect to ACTION staff

- (1) How many ex ACTION call centre staff who did not accept transfer to Canberra Connect/Julia Ross were given redundancies?
- (2) Have ex ACTION call centre staff who accepted a transfer to Canberra Connect/Julia Ross suffered pay cuts as a consequence and if so was this a breach by the government and its agencies of the Work Place Relations Act?

Mr Hargreaves : The answer to the Member's question is as follows:–

1. 0.
2. (i) Yes.
(ii) No.

340 Territory and Municipal Services Pratt

Bus interchanges

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper4, page 325 – regarding safety at Bus interchanges

- (1) Of the new staff identified in the budget how many will be staff to man ACTION interchange offices, please detail as follows:
 - a) Numbers per shift
 - b) Numbers per interchange
- (2) When will the first CCTV cameras specifically for security purposes be installed in interchanges, detailed by each interchange?
- (3) When will all CCTV cameras be installed by, and total how many per interchange?

Mr Hargreaves : The answer to the Member's question is as follows:–

- (1)
 - (a) Each shift is allocated to one officer. Shifts rotate on a roster basis.
 - (b) Five new officers in total allocated to interchanges. There will now be 7 officers per interchange plus 3 across the 4 interchanges.
- (2) CCTV cameras at interchanges already exist. Upgraded CCTV for safety and security purposes will be installed after the procurement process has been completed.
- (3) It is planned to have all new CCTV cameras installed by the end of the calendar year. The total number of CCTV cameras per interchange will vary according to the layout and requirements of the particular interchange.

341 Territory and Municipal Services Pratt

Supplies and services

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 307 – Regarding 2006-07 Supplies and Services expenses at \$194.662m which exceeded the budget by almost \$14m – the explanation for this [p313] is “increased funding for service delivery \$6.676m” and “reclassification of salaries to supplies and services due to the increased use of contractors and consultants \$6.306m”

- (1) What were the services that required this increased funding?
- (2) BP4 P300 identifies \$8.648m in “increased funding for service delivery” during 2006-07 – how does that reconcile to the \$6.676m and what was the source of funding?
- (3) What employee activities were undertaken by contractors and consultants to save \$6m and why will that not be repeated next year?
- (4) If \$6.3m in employee activities were undertaken by contractors and consultants, why were employee expenses only \$2.3m under budget?

Mr Hargreaves: The answers to Members questions is as follows:

- (1) The additional funding was required to address cost pressures in delivering various Horticultural, Cleaning and Maintenance Services on Parks, Urban Open Spaces, Sportsgrounds and Public Places. The primary cost pressures were for fuel used by vehicles and plant, contract staff costs increases above CPI, contract price increases, priority playground softfall upgrades, once off salary supplementation arising from restructuring and Growth of the City costs. Additional costs arising from the dry conditions included a Dead Tree Removal program and funding to address water charge increases.
- (2) BP4 P300 correctly identifies \$8.648m as an increase to funding for service delivery of which \$6.676m reflects the supplies and services component of the service delivery funding. The balance, \$1.972m reflects the employee related component (\$1.568m as wages and \$0.404m as superannuation) of the service delivery funding.
- (3) During the past year or so, the Department has been characterised by significant change in governance arrangements and organisational restructure. The Department of Territory and Municipal Services (TAMS) was formed on 1 July 2006 following Administrative Arrangement Order 2006 (No 2) dated 15 August 2006. As part of this environment of change, coupled with a strong labour market, the significant recruitment process following restructure often took longer than anticipated. So as to fill the immediate gap in service capability, staff were often engaged on a temporary contract basis until

permanent filling was possible. The use of agency hire contractors was budgeted to return to normal levels in 2007-08.

- (4) Redundancy costs (\$1m), new EBA wage increases (\$0.588m) and the associated impact on annual leave and long service leave accruals (\$0.854m), and \$1.568m increase in service delivery funding have partly offset the reclassification effect of the increased use on contractors (\$6.306m) to arrive at an under budget result for employee expenses of \$2.3m.

342 Territory and Municipal Services Pratt

Maintenance and repairs to Heritage places

Mr Pratt : To ask the Minister for Territory and Municipal Services, in relation to Budget 2007-08 Paper 4, page 284 – regarding maintenance and repairs to Heritage Places;

- (31) Is there funding allocated in the 2007-08 Budget to repair storm damage that occurred to Tuggeranong Homestead in January 2007;
- (32) When will repairs indicated in (1) begin and what is the expected completion date;
- (33) Is there funding allocated in the 2007-08 Budget for urgent maintenance work required on the Albert Hall;
- (34) When will urgent maintenance work indicated in (3) begin and what is the expected completion date of this maintenance.

Mr Hargreaves: The answer to the Member's question is as follows:

- (1) Yes
- (2) The roof and ceiling repairs are expected to be completed by August 2007
- (3) Yes
- (4) Work on the urgent repair of the emergency exit signs has been completed. Other works are currently being assessed and will be scheduled in order to minimise disruption to current bookings.

343 Territory and Municipal Services Pratt

ACT Libraries

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 3, page 59 – regarding ACT Libraries;

- (1) Under Expenditure Initiatives (BP3 page 59) \$233,000 has been provided in 2007-08 (rising to \$716,000 in 2008-09) for “sustainable” ACT Public Library Services but current library opening hours are to be maintained – what are the “sustainable” services?
- (2) Recently a Queanbeyan man was charged for grooming a young girl via internet chatrooms to coax her and others into engaging in sexual acts. Is it true, as advised by the 12 year old girl, that she communicated with the alleged offender via a chatroom while using a computer at the Tuggeranong Library?
- (3) With respect to question (2), if the girl’s claim is correct how would a 12 year old girl be able to engage an offensive web site at a public library which would expose her to dangerous, predatory behaviour?
- (4) With respect to question (2) and (3), what supervisory measures do you have in place at public libraries to ensure that minors cannot engage offensive and dangerous web sites?
- (5) With respect to question (4) can anybody using a library computer engage offensive web sites and/or chatrooms?

Mr Hargreaves: The answer to the Member's questions are as follows:

- 1) Providing an efficient, effective service within the allocated budget.
- 2) I have no way of knowing whether this is true and, for obvious privacy reasons, the child has not been identified publicly by the police.
- 3) I cannot believe that the Member does not know how a computer and the Internet work nor that the former Liberal Government commenced the program of supplying computers to all schools in the ACT. The current Government has extended that program.

Students younger than 12 years old are taught computing skills at school.

Further, a 'chatroom' is not necessarily "an offensive web site" or even accessed from "an offensive website". At least one Commonwealth Government department established a "chatroom" on its website so that staff could chat to each other or to clients instead of emailing. "Chatrooms" cater to a wide range of interests such as hobbies, scientific discussion, trivia, film, politics, etc. If the child accessed a "chatroom" at all, there are a number of ways it could have been done without entering "an offensive website".

However, the Government recognises that it is inappropriate that Government supplied equipment, whether in the workplace or in public libraries, is used by anyone to access "offensive websites". To safeguard against such use, the ACT public library services has installed ContentKeeper software on all public library computers. ContentKeeper has a built-in real time engine to identify and restrict inappropriate web sites, as well as the capacity to provide updates to inappropriate web site control lists. When inappropriate web sites (eg offensive, unlawful) which are not already restricted are identified, they are added to the Contentkeeper list of blocked sites.

However, just as virus checkers cannot block all new computer viruses, filtering and other similar software cannot block every unsuitable web site.

- 4) It is not the responsibility of the library staff to supervise (in the sense used by the Member) library users whether they are adults or children. However, there are a number of methods used by the ACT public library service to discourage inappropriate use of the Internet, including:
 - Stating in the *Young People in the Library Policy* that parents/carers are responsible for their child's use of the Internet, in line with the *Conditions for Use of Public Library Internet Access Services*; and that the public library service "protects the public's right to know, ... does not monitor or control the content of materials offered through the Internet, [and uses filtering software] to restrict access to some content.
 - Locating computers so that visibility discourages inappropriate, prohibited or unlawful use.
 - Access to the Internet via public computers in the library, requires the user to accept the *Conditions for Use of Public Library Internet Access Services* every time the Internet is accessed.

- Using ContentKeeper software which enables access to specific malicious, violent or adult content Internet sites to be blocked.

5) I refer Mr Pratt to the answers provided to questions (3) and (4).

344 Territory and Municipal Services Pratt

New initiatives

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 300- 301 – Regarding the identification of \$16.822m in new initiatives for the Department and the subsequent Government Payment for Outputs increase of only \$1.5m to \$266.922m [Budget 2007-08 Paper 4, p307];

- (1) Please detail where the 2007-08 additional funding has gone;
- (2) How will the Department implement the new initiatives without any real funding increase?

Mr Hargreaves: The answers to the member's questions are as follows:

- (1) The increase in Government Payment for Outputs of \$1.5 million in the 2007-08 Budget from the 2006-07 estimated outcome is due to:
 - supplementation for wage and wage related increases following the commencement of a new Certified Agreement (\$2.971m)
 - transfer of funding associated with the AAO transfer of Energy & Water function from Chief Ministers Department and the Strategic Transport function from ACT Planning & Land Authority (ACTPLA) (\$2.5m)
 - revised indexation parameters from 2.5% to 2.75% (\$0.336m)
 - transfer of responsibility of for the City Heart Levy from ACTPLA (\$1.477m)
 - funding for new programs and initiatives (\$14.544m) including
 - Increased Funding for Service Delivery (\$4.031m)
 - Support for the 2009 World Mountain Bike Championships (\$0.122m)
 - Hazardous/Dead Tree Removal and Watering of Young Trees (\$1.173m)
 - Australian Capital Tourism - Floriade Costs (\$0.371m)
 - Stromlo Forest Park - Additional Operating Costs (\$0.242m)
 - Implementation of Climate Change Strategy (\$1m)
 - Olympic Athlete Support for Beijing 2008 (\$0.05m)
 - Sustainable ACT Public Library Services (\$0.233m)
 - Growth in the City Funding (\$1.054m)
 - Canberra Olympic Pool - Future Options Study (\$0.2m)
 - Additional Repairs and Maintenance Funding (\$1.957m)
 - Tidbinbilla Nature Discovery Centre - Additional Resourcing (\$0.5m)
 - Australian Energy Market Commission Costs (\$0.232m)
 - Additional Resourcing and Community Consultation on Former School Sites (\$1.073m)
 - Development of Sub-Regional Fire Management Plans (\$0.15m)
 - Rob de Castella Invitational Cross Country Event (\$0.02m)
 - Integrated Document Management System (\$0.046m)
 - ACTION - Bus Maintenance Funding (\$0.75m)
 - ACTION - Services Supplementation (\$1.25m)
 - Improving the Look of the City - Improvements Program (\$0.1m)

partially offset by:

- the effect of the 2006-07 Budget savings (\$18.424m)
- revised notional superannuation contribution rates (\$1.547m)
- the cessation of programs (\$0.325m)

(2) The initiatives announced in the 2007-08 Budget have all been fully funded.

346 Territory and Municipal Services Pratt

Management of closed school sites

Steve Pratt MLA: To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 300 – regarding the management of closed school sites;

- (1) What is the \$1.073m for “additional resourcing and community consultation on former school sites” [Budget 2007-08 Paper 4, p300] to be spent on?
- (2) With respect to question (1) when do you envisage the first meetings with community groups will commence?
- (3) With respect to question (1) will there be an individual community program for consultations developed and if so, when will that be publicised?
- (4) How many incidents of vandalism or serious property damage worth more than \$1000 to repair have occurred on former school sites since 1st January 2007?
- (5) What is the total budget value which you have set aside for security of former school sites for 2007-2008?

Minister for Territory and Municipal Services: The answer to the Member’s question is as follows:

- (1) The funds are to pay for the consultants to conduct the two stage community consultation process and to staff the temporary Surplus Schools Evaluation Unit in Property Group of Territory and Municipal Services.
- (2) The consultant is expected to be engaged by the end of July and the first stage of the community consultation process is anticipated to commence shortly afterwards.
- (3) Yes, there will be individual community consultation for each of the sites. The consultation program will be developed by the appointed consultant and endorsed by an interdepartmental steering committee chaired by the Property Group. The individual community consultation arrangements for each site will each be publicised a minimum of two weeks before they occur. The arrangements will be managed in accordance with the ACT Government Community Engagement Manual.
- (4) Seven.
- (5) \$12, 356.40 for those schools and preschools that closed at the end of 2006.

347 Territory and Municipal Services Pratt

Graffiti removal

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 279 – regarding funds allocated to graffiti removal;

- (35) How much funding has been allocated to graffiti vandalism removal in the 2007 – 08 Budget;
- (36) Included in this funding is there a provision to remove graffiti vandalism that occurs on privately owned property that adjoins or is attached to publicly owned assets; If not, why not?

Mr Hargreaves: The answer to the Member's question is as follows:

- (1) \$784,487 (GST inclusive)
- (2) No. Lessees are encouraged to remove illegal graffiti from their own property

348 Territory and Municipal Services Pratt

Community paths

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 292 – regarding the Accountability Indicator target for 2007-08 of \$165 per square meter of path renewed and or/repaired;

- (1) How many square metres of community paths will be renewed and/or repaired?
- (2) Which areas will receive maintenance of footpaths?

Minister for Territory and Municipal Services : The answer to the Member's question is as follows:–

- (1) The estimate is 20,000 square metres which does not include trip hazards ground down.
- (2) Any area within the ACT where the condition of a section of a community path has deteriorated to the extent that repairs are deemed necessary by Roads ACT.

349 Territory and Municipal Services Pratt

Wheelchair accessible taxis

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 292 – regarding the 10% shortfall in the expected outcome on taxi cab waiting times for wheelchair accessible taxis;

- (1) How many licenses have been issued for disability accessible taxis;
- (2) How many of these licenses have been surrendered;
- (3) When will the Road Transport Authority re issue any surrendered licenses for disability accessible taxis?

John Hargreaves: The answers to Mr Steve Pratt MLA's questions are as follows:

- (1) There have been a total of 26 restricted taxi licences for wheelchair accessible taxis issued.
- (2) Four licences were surrendered to the Government in 2005 due to the instability of WAT services in the ACT at that time.
- (3) The Road Transport Authority is considering issuing the four surrendered licences by ballot within the next six months.

350 Territory and Municipal Services Pratt

"Sharps" clean up

Steve Pratt MLA; To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 296 – regarding the clean up and collection of “sharps” (spent needles);

- (1) How many contracted cleaners are devoted to inspecting public toilets and collecting disposed of needles?
- (2) How often are public toilets inspected and cleaned?
- (3) How much funding will be allocated for Financial Year 2007-08 for the purpose of cleaning and inspecting toilets?
- (4) As reported in the Canberra Times recently why was the public toilet at Woden Bus interchange found to be overflowing with spent needles, according to a local shop keeper who advised the toilet had been in that state for a number of days?

John Hargreaves: The answers to Mr Steve Pratt MLA’s questions are as follows:

- (1) There are at least six staff (four in-house employees and two contract staff) who inspect and clean public toilets across Canberra at any one time. This number increases to more than 12 on certain days or times of the week. Collecting of disposed needles forms part of the general cleaning duties for these specialised cleaners.
- (2) All toilets are inspected and cleaned at least daily. This varies between once and three times per day depending on the usage and location of the toilets. An inspection of the needle receptacles is undertaken at least once per week. Additional callouts for needle collection occurs when sharps are reported on the ground or the sharps receptacles are observed to be full.
- (3) It is estimated that \$850,000 will be spent cleaning toilets in 07/08.
- (4) A new contractor has recently been appointed to undertake the maintenance and cleaning of this area. The contractor was employing a subcontractor to empty the sharps receptacles, which delayed the cleaning process. New procedures have been put in place to prevent this incident from happening again.

351 Territory and Municipal Services Pratt

Capital works program

Mr Pratt: To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 305 – regarding the Capital Works program;

(1) Given the size of the 2007-08 Capital Works program (\$137.573m BP4 p305) what chance does the Department have of delivering the program?

- a) What is the value of completed works in recent years?
- b) Which projects are expected to be delayed or deferred?

Mr Hargreaves: The answer to the Member's question is as follows:

(1)(a) This information is provided in the Departments Annual Reports.

- (b) Whilst completion of works is dependent on a number of external factors, processes are in place to deliver the works proposed.

354 Territory and Municipal Services Pratt

Upgrade airport roads

Steve Pratt MLA: To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 303 – regarding the upgrade of airport roads;

- (1) Under Budget 2007-08 Paper 4, page 303 \$10m has been provided for Stage 1 of the Upgrade of Airport Roads - how many stages are envisaged, what will each cost and what works do they comprise?
- (2) When will the project be completed by?
- (3) What traffic management and road detours plans are you planning in order to minimise disruptions to traffic travelling to the airport?

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

- (1) There are two stages proposed, stage 1 costing \$15.0 million and stage 2 costing \$30.0 million in current day costs.

Stage 1 covers an upgrade of Pialligo Avenue from the airport entrance road to Beltana Road as well as intersection improvements at Diary Road/Morshead Drive and Morshead Drive and Monaro Highway.

Stage 2 covers the connection of Majura Road to the Monaro Highway including the grade separation of the Morshead Drive and Monaro Highway intersection.

- (2) Stage 1 works will be completed by September 2008. The timing for stage 2 works depends on funding approval in future ACT and Australia Government budgets.
- (3) The contractor who is awarded the construction contract for these works will be required to implement traffic management plans to manage disruptions to traffic, particularly during the morning and evening peak periods.

355 Territory and Municipal Services Pratt

Tharwa bridge

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 303-304 – regarding the new Tharwa bridge project, the existing Tharwa Bridge and associated works;

- (1) With respect to the question as to whether it was viable or not to refurbish the existing Tharwa bridge versus building the new bridge, the option which you have now chosen, what was the quoted estimated cost of refurbishment?
- (2) If there was no estimated quote provided why not?
- (3) Was there any consideration given to refurbishing the existing bridge to at least a light traffic capacity and if not why not?
- (4) Do you reject the advice given by non departmental engineers and bridge builders to Tharwa residents that it was feasible to economically refurbish the existing bridge to at least light vehicle standard?
- (5) With respect to question (4) do you reject the advice given by non departmental engineers and bridge builders that a refurbished bridge option to light traffic standards would have been significantly cheaper than a new bridge to repair and that ongoing maintenance costs would have been economical?
- (6) With respect to question (4) do you reject the advice given by non departmental engineers and bridge builders that a refurbished bridge option to light traffic standards would have been significantly quicker to complete versus building a new bridge?
- (7) If you were given advice that a refurbishment of the existing bridge was economical why did you reject that advice and choose another option?
- (8) You have advised that a temporary low level bridge cannot be built across the river next to the existing bridge because the river flows at that point across a bed of sand, not bed rock. Engineers and builders independent of your department dispute that it is not possible to insert such a temporary crossing for less than \$.5 million, with construction taking no more than a month. Do you still maintain that it is not possible to build such a temporary crossing for less than \$.5million in less than a month, with or without Commonwealth assistance?
- (9) You have indicated that the Commonwealth advised you that it was not possible to receive Commonwealth assistance to provide a temporary low level bridge at Tharwa. On what day did you correspond with the Commonwealth to explore the possibility of Commonwealth assistance by way of a military Bailey bridge to provide a temporary low level crossing of

the Murrumbidgee River in the vicinity of the existing Tharwa bridge and can you please table the correspondence?

- (10) Following on from question (9) on what day did you receive correspondence from the Commonwealth stating that it was not possible to receive military Bailey bridge assistance to provide a temporary low level bridge crossing at Tharwa and can you please table the correspondence?
- (11) What recompense will be offered to residents of Tharwa for loss of business due to the prolonged closure of Tharwa Bridge?

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

- (1) \$8.9m as at 13 November 2006.
- (2) Refer to (1).
- (3) Yes.
- (4) Yes.
- (5) Yes.
- (6) Yes.
- (7) The existing bridge would cost more to restore and maintain than the new bridge. The existing bridge does not meet the current bridge standards and it is likely to be washed away during a 1 in 100 year flood event.
- (8) Yes, it is not possible to build such a temporary crossing for less than \$0.5m in less than a month, with or without Commonwealth assistance. Since the closure of the bridge last year, there have been at least three rain events where a low-level crossing would have been washed away.
- (9) In May 2005 Roads ACT discussed the possibility of obtaining urgent assistance with the Department of Defence by telephone. No assistance could be provided by the Department of Defence and no correspondence was entered into.
- (10) See response to (9).
- (11) A new single lane concrete bridge with a construction cost of approximately \$9m and an estimated life of 100 years.

356 Territory and Municipal Services Pratt

Taxi licenses

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 292 – regarding the issuance of taxi licenses in the ACT;

- (1) How many taxi licenses will be issued in the 2007-08 financial year;
- (2) Is there a penalty for any taxi licensee who moves from one operator to another;
- (3) If there is a penalty; how much is the penalty and how are the funds raised distributed?

Mr Hargreaves: The answers to Mr Steve Pratt MLA's questions are as follows:

- (1) As part of the Government's taxi licence release program, 40 taxi licences were to be issued over a period of two to four years. 20 licences were issued in 2006 and a further 20 licences were issued in May 2007. Also, a second taxi network, Cabxpress, commenced operation in April 2007. Before there is any consideration for the release of further taxi licences in 2007-2008, the Government will need to assess the impact of the additional licences released in 2006/07 has had on the industry by analysing at least 6 months of waiting time data from both Cabxpress and Aerial.
- (2) No.
- (3) N/A

357 Territory and Municipal Services Pratt

Storm water drains

Mr Pratt : To ask the Minister for Territory and Municipal Service, In relation to Budget 2007-08 Paper 4, page 292 – Regarding storm water drains in Monash and Conder:

- (1) What funding is provided in the 2007-08 budget for repair and maintenance of drains in the ACT;
- (2) When will repairwork begin on damaged storm water drains near Isabella Drive in Monash;
- (3) What is the cause of the delay in repairing the severely damaged storm water drains near Isabella Drive in Monash, given the damage was sustained in January 2007?

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

- (1) 2007-08 budget for stormwater maintenance is \$3.3m.
- (2) Repair work has already commenced on the stormwater drainage channel alongside Isabella Drive.
- (3) Damage to the stormwater channel was covered by insurance. Some delay was due to the insurance company assessing the claim. Further to this, rectification work involved the due process of design, documentation and procurement of construction contracts.

358 Territory and Municipal Services Pratt

Safety measures on Point Hut road

Mr Pratt : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 307 – regarding safety measures on Point Hut Road;

- (1) Serious claims have been made by Tharwa residents that your department only re-erected dangerous corner warning signage on Point Hut Road after the road accident of 16 June 2007 and after those signs were known to have been missing for many months or more. Do you deny that the signs had been missing for many months or more?
- (2) With respect to question (1) do you deny the residents' advice that your department were seen putting up the dangerous corner warning signs after the road accident?
- (3) With respect to question (2) since having received my letter of 21 June 2007 about the signage on Point Hut Road have you asked your departmental officers whether they deny the residents' observation that the subject signage was re-erected in the days after the accident and if not why not?
- (4) If you asked your departmental officers per question (3) what was their advice?
- (5) In relation to checking for safety issues on ACT roads, for example, inspecting the state of road safety signage, road and bridge safety railings, obstructions on roads, etc, how many departmental road patrols have inspected the following roads and on what dates for each road, in the period 1 July 2006 to 31 March 2007, as follows:
 - a) Point Hut Road
 - b) Cotter Road
 - c) Tuggeranong Parkway
 - d) Monaro Highway
- (6) In relation to checking for safety issues on ACT roads, for example, inspecting the state of road safety signage, road and bridge safety railings, obstructions on roads, etc, how many departmental road patrols have inspected the following roads and on what dates for each road, in the period 1 April 2007 to 31 May 2007, as follows:
 - a) Point Hut Road
 - b) Cotter Road
 - c) Tuggeranong Parkway
 - d) Monaro Highway

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

(1)& (2) The basis for this question factually incorrect as a sign was reported missing on 10 May 2007 and replaced on 18 June 2007.

(3)& (4) See above.

(5)&(6) The detail required by to answer this question is not readily available. Suffice to say, the ACT's extensive road network is inspected regularly and there are a number of strategies for maintenance inspections to best utilise the available resources. Generally, planned inspections are carried out annually for territorial roads. Planned inspections have been carried out on the Point Hut Road and Cotter Road in August/September 2006 and Tuggeranong Parkway and Monaro Highway in April/May 2007.

359 Territory and Municipal Services Pratt

Point Hut Road detour

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, page 279 – regarding the Point Hut Road detour to and from Tharwa;

- (1) What provision has been made in the 2007-08 Budget for alternative transport options to and from Tharwa in the event of the flooding of the Point Hut Road;
- (2) Have any commitments been made by the Minister, Ministerial or Departmental staff to the residents of Tharwa, that the Tharwa Bridge which was closed to vehicular and pedestrian traffic in September 2006 would be opened in the event of the forced closure of the Point Hut Road detour due to flooding or an emergency?
- (3) If a commitment has been made, has this been received in writing by residents?

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

- (1) Nil.
- (2) No.
- (3) No commitment has been made.

361 Territory and Municipal Services Pratt

Parking

Steve Pratt MLA : To ask the Minister for Territory and Municipal Services, In relation to Budget 2007-08 Paper 4, pages 300 and 307 – regarding Parking;

1. What is the total outlay for the administration of public parking anticipated to be in Financial Year 2007-08?
2. What is the total revenue anticipated to be from public parking in Financial Year 2007-08?
3. Having decided to abolish paid parking at Canberra Hospital why has parking there now become chaotic, as reported in the media in the first weeks of the new regime?
4. What steps have you taken to address this chaos?
5. Do you intend to replicate the Hospital multi-level parking station in any of the hard pressed town centres or Civic parking areas?
6. Apart from Philip oval parking what are you plans to relieve parking congestion in the town centres and Civic?

Minister for Territory and Municipal Services: The answer to the Member's questions is as follows:

1. The Office of Regulatory Services is yet to determine the budget for 2007-08 for compliance activities, including administration of public parking.
2. The anticipated revenue from public parking is stated in the 2007-08 Budget Paper No.3 as \$15,887,000 from parking fees and \$9,537,000 from parking fines.
3. I do not agree with the Member's tabloid language but there does appear to be more traffic on the campus following the cessation of paid parking. It has not been possible to put in a regulatory mechanism that totally eliminates inappropriate use of the car parks on the campus. While staff parking is available behind boom gates, it is not possible to ensure that they only use the designated area.
4. Again, the Member has used inflammatory and loaded language that I do not agree with. Those responsible for parking management at the Canberra Hospital campus continually review the parking availability and assist patients and visitors where possible.

There has also been \$1.950m allocated within the 2006-07 Capital Works program for the construction of an on grade car park on Yamba Drive opposite the hospital. This project is due for completion in September 2007 and will provide 567 additional car parks. This will be more than a 25% increase in the number of car parks.

In the 2007-08 Capital Works program there has been \$29m provided for a multi storey car park to provide 1400 additional parking spaces.

5. The Government will consider a range of options as part of the forthcoming parking strategy, including identifying locations to enable future provisions of structured parking when the demand and financial viability justifies.
6. In Civic, the Government will provide a new surface car park for commuters located at Acton Park. The site is bounded by Commonwealth Avenue, Barrine Drive and Albert Street. In addition to this, the Section 63 site near City Hill site development conditions will include the provision for the additional public car parking spaces.

At Woden Town Centre, the Government has approved reconfiguring the surface carpark east of the swimming pool to create extra spaces; 140 temporary pay parking spaces on the western surrounds of the Phillip Oval were created at the start of this year; a Development Application has just been submitted to construct 180 spaces to the east of Phillip Oval; and a further 30 or so free, all-day parking spaces have been made available in the Eddison Park carpark. Design studies for major parking facilities Phillip have been prepared by the ACT Planning and Land Authority. These will form the basis of conditions for future land releases.

In Tuggeranong, options include lease purpose clause changes for some lessees to allow them to charge for the use of existing, but currently unavailable to the public, parking spaces on their sites. The ACT Hockey Association has obtained approval to use part of their site west of the Tuggeranong Office Park as a commercial carpark.

In Belconnen, the new Australian Bureau of Statistics building has been required to include 350 onsite parking spaces for staff, which should free up commuter spaces in public car parks.

Further details of these sites will be made available when the parking strategy is released in the near future.

406 Territory and Municipal Services Pratt

QTON - Point hut road

Ms Foskey : To ask the Minister for Health:

In relation to : Tobacco smoking rates in the ACT

Please provide a gender breakdown for the table of smoking rates at the bottom of page 167 in Budget Paper 4 from the Budget Papers 2007/08

Ms Gallagher : The answer to the Member's question is as follows:–

In 1996, 16.9% of males aged 12-17 years and 24.0% of females aged 12-17 years were regular smokers in the ACT. In 2002, 14.6% of males and 16.0% of females in this age group were regular smokers.

The most recent information available on smoking rates for this age group in the ACT was obtained in 2005. Overall, 8.6% of 12-17 year olds in 2005 were regular smokers (females 9.8%; males: 7.5%), a statistically significant decrease from the smoking rates for 1996 and 2002.

407 Territory and Municipal Services Stefaniak

QTON - Woden cemetery

Mr Stefaniak : To ask the Minister for Territory and Municipal Services

In relation to : Woden Cemetery

What security arrangements are in place at Woden cemetery

Mr Hargreaves : The answer to the Member's question is as follows:–

Security arrangements at Woden Cemetery are as follows:

- Gates and public access buildings locked at dusk, including car access to entrance to Justinian Street off Yamba Drive. Security patrol checks cemetery prior to locking.
- 3 random patrols by security guards every night and 2 patrols each day during weekends and public holidays
- CCTV monitoring of main entrance to cemetery and car park with clear signage.
- A member of cemetery staff lives on-site in caretakers cottage. Cottage has back-to-base alarm system including panic buttons.
- There is always one member of staff on-site during weekday opening hours.

408 Territory and Municipal Services Pratt

QTON - ACTION's transport officers

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

In relation to : ACTION's Transport Officers at Bus Interchanges

1. How many Transport Officers will there be at the bus Interchanges?
2. How many Transport Officers at the bus Interchanges after 6:00pm?

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

1. Seven Transport Officers at each interchange rotating on a roster basis.
2. After 4:00pm there will be two Transport Officers at each interchange.

409 Territory and Municipal Services Pratt

QTON - War Veterans' headstones

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

In relation to : War Veterans' headstones at Woden Cemetery

What arrangements are in place to maintain War Veterans' headstones at Woden Cemetery

Mr Hargreaves : The answer to the Member's question is as follows:—

There are two types of War Veterans headstones at Woden - War Veterans graves for which the headstones are maintained by the Department of Veterans Affairs; and privately "owned" ex-service personnel graves, for which the headstone is maintained by the family of the deceased.

All other general maintenance in this area is done by the Cemeteries Authority.

410 Territory and Municipal Services Pratt

QTON - Call centre staff

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

In relation to : Call Centre Staff

1. When ex-ACTION staff call centre employees were transferred to Canberra Connect through Julia Ross, what happened to their conditions of service and employment? Did they change?
2. Is it true that in fact they indeed lost \$3 per hour as part of the contract?
3. What number of ex ACTION call centre staff did or did not receive VRs?

Mr Hargreaves : The answer to the Member's question is as follows:—

1. The majority of staff employed by ACTION, at its Call Centre, were employed on a short term casual basis. The number of hours worked and duties performed varied between staff members, and varied from week to week based operational requirements and staff shift preferences.

ACTION decided to not operate its own call centre and did not renew the casual employment contracts of casual Call Centre staff. These casual employees were advised that employment may be available with the Canberra Connect call centre through an employment agency.

Canberra Connect has a panel of three recruitment agency providers who were engaged through a tender process in accordance with the ACT Public Service Procurement guidelines. Each ex-ACTION casual employee was advised of the three agency providers.

2. There is a difference between the rate paid by ACTION and the rate paid under the Clerks (ACT) Award 1985. The difference in the rate of pay also reflects the wider range of duties performed by ACTION employees compared to staff working in the Canberra Connect Call Centre.
3. No permanent ACTION Call Centre employees were made redundant. One Bus Driver working in the Call Centre, as part of his return to work program, has accepted a VR.

411 Territory and Municipal Services Foskey

QTON - ACTION - student patronage

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

In relation to : student patronage on ACTION buses.

What was the student patronage for 2005-06 and 2006-07?

Mr Hargreaves : The answer to the Member's question is as follows:–

- 2005-06 : 5,103,000 (rounded to nearest thousand)
- 2006-07: 4,983,000 (estimate rounded to nearest thousand)

Note: actual student patronage from 1 July 2006 to 31 May 2007 was 4,413,000