

ESTIMATES 2006

Question on Notice

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18 Territory and Municipal Services Deb Foskey

Information Service

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

On p.301, BP4, Strategic Indicator 1 indicates that satisfaction with Information Services is at about 80%.

- (a) Please outline the processes by which customer satisfaction with public libraries is determined.
- (b) Please indicate how satisfaction with Government and Assembly library services is determined.
- (c) Please provide the separate findings of these processes.

Mr Hargreaves MLA,

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

- (1) Customer satisfaction with public library services is determined by ACT Public Library's participation in the DUS quarterly performance surveys conducted on DUS' behalf by *artcraft research*, communications, marketing and social research consultants.

Quarterly surveys are based on representative samples of 275 members of the adult (18+ years) population of Canberra. In analysing each wave, its sample and the previous three quarterly samples are aggregated, resulting in a total sample of 1,100 people for the four waves.

Survey participants are asked to comment on satisfaction regarding Library weekend and evening opening hours, and the content and size of library buildings.

- (2) Customer satisfaction with ACT Government and Assembly library services is determined by an annual survey, usually conducted in May-June. In 2005-06 the survey form was distributed via email in a whole of Government message.

- (3) Customer satisfaction with public libraries - 80.9%

Customer satisfaction with the ACT Government and Assembly library - 97%

19 Territory and Municipal Services Deb Foskey

Waste and Recycling

Dr Foskey : To ask the Minister for Territory and Municipal Services
– In relation to waste and recycling:

ANU Green has plans to establish an ‘in vessel’ composting system (a fast composting process), and has, I am told, approached the ACT Government with a view to accepting fresh waste from Civic restaurants to ensure sufficient feed for cost effective processing.

- (d) How has the Government responded to this invitation?
- (e) Has the ACT Government investigated other options for processing green waste and/or removing it from the solid waste streams? Please detail.

Mr Hargreaves MLA,

The answers to Dr Foskey MLA’s questions are as follows:

(a) The Department had discussions with the ANU over this matter some years ago. It is understood the concept did not proceed then because a feasibility study conducted by the ANU found the proposal unviable. There is a further proposal now being considered (a one year research trial) and the Department is, of course, willing to offer what support it can and to learn from the experiences of the trial and any research undertaken. This could include liasing with the commercial entities that transport putrescible waste from Civic restaurants. The Department is not involved in these contracts however, and the ANU may be better placed to approach waste generators and transporters directly.

(b) There are currently several service providers in the ACT that accept green waste for processing and resale as firewood, compost, mulch and soil conditioning products. Two operations (one at Mugga Lane Landfill and one at Parkwood Road Recycling Estate) are partly funded by the ACT Government. Residents can deliver green waste at these two sites free of charge. Residents are asked not to place green waste in their waste bin.

There are currently no arrangements for the recycling of wet organic (putrescible) waste from household collections in the ACT. This is mainly due to the complexities of separating this waste and the performance of the technologies that are currently available. A Household Organic Material Collection Trial was conducted in Chifley in 2000-01 to ascertain the feasibility of collecting putrescible waste from households in a separate third bin. While over 90% of residents that had an organic bin participated in the trial, only 60% of bins were placed out for collection on a weekly basis. There was also about 10% contamination of non-organic materials in the

organic collection bin and of greater importance was the problem that there was still about 30% of organic material left in the garbage bin.

20 Territory and Municipal Services Deb Foskey

Office of Transport

Dr Foskey : To ask the Minister for Territory and Municipal Services
– In relation to the Office of Transport:

- (1) Why was transport excluded from the discussion topics of the ACT Energy and Climate Change discussion papers?
- (2) Could you please outline how the Government intends to achieve its sustainable transport targets, especially given that there is no ongoing commitment to the sustainable transport budget line after 2006-07?
- (3) Are there any proposals to help fill in the missing links in Canberra's cycle network partly through the use of quiet side streets? (This is regularly done in other cities, for example in Melbourne, where the cycle network maps show where specific quiet streets link between cycle paths.)

Mr Hargreaves MLA,

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

(1) Based on the ACT's emissions profile, the Climate Change discussion paper identified transport as one of three key areas we can direct our attention. The paper not only outlined the current contribution of transport to greenhouse gas emissions but also sought input on what can be done in the future to reduce greenhouse emissions from transport.

The development of the Energy Policy and Climate Change Strategy will continue to address the issue of transport in line with the key Government documents of the Sustainable Transport Plan and Spatial Plan.

(2) The Government is committed to the Sustainable Transport Plan. Initiatives and strategies put in place by the Government will continue to see the Sustainable Transport targets being met.

(3) The Main Cycling Network already incorporates some of these type of streets. The Cycling and Walking Map of Canberra (and Queanbeyan) already includes those streets that are more suitable for cycling.

22 Territory and Municipal Services Deb Foskey

ACTION Bus – Bike Rack Trails

Dr Foskey : To ask the Minister for Territory and Municipal Services
– In relation to the bike rack trials on ACTION buses:

(1) I was told at Estimates by the Minister Mr Hargreaves that bikes with carry baskets may not be carried on bus bike racks.

(a) Please explain the reason why.

(b) If the trial is considered successful, will ACTION consider other types of bike racks that will be able to accommodate bikes with baskets?

Mr Hargreaves MLA,

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

(4) (a) Carry baskets are not part of the structure of the bicycle and as such, could be a safety issue.

(b) Not at this time.

23 Territory and Municipal Services Deb Foskey

International Arboretum

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

– In relation to the international arboretum:

- (1) I note that the expected date of completion for the arboretum has slipped back one year to June 2008. Could you please explain what the difficulties are which have held up the project?
- (2) Could you detail what the monies already spent on the project have been used for?
- (3) Can you explain where the funds for ongoing management will come from?
- (4) How will the overall decrease in funding affect the project, in particular:
 - (a) what infrastructure will be built?
 - (b) will the reduction of funding lead to a reduction in acreage utilised for the project, reduce the number of plantings, or reduce the number of mini-forests or microclimates being established?

Mr Hargreaves MLA,

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

- (1) The modular design of the master plan for the Arboretum and Gardens allows the project to be developed in stages as funding and budgetary circumstances permit. The revised timetable reflects the revised development of a smaller stage 1 module in the light of tighter budgetary considerations.
- (2)

Capital Expenditure

Previous Year's expenditure:	\$401,000
2005-06 Expenditure (estimate):	\$458,000
Total Capital	\$859,000

Recurrent Expenditure (2005-06) (estimate) \$91,600

- To date approximately \$1 million has been expended on the development of the design, the Master Plan and related materials, researching and ordering trees, developing the national bonsai collection and conducting the studies to meet the

requirements of the statutory planning processes, including the works approvals from the National Capital Authority (NCA).

- During 2004-05 funds were primarily expended on the two-stage national ideas design competition, which was won by Taylor Cullity Lethlean Landscape Architects, in conjunction with Tonkin Zulaikha Greer Architects, with the 100 Forests/100 Gardens design.
- During 2005-06 departmental officials worked with the Interim Board, the design team and other stakeholders to develop the design Master Plan for the Arboretum and Gardens.
- Other development activity includes:
 - the commencement of a business plan and a marketing strategy
 - an Open Day was held on 27 November 2005 in which about 1,000 visitors participated, despite poor weather; and
 - a site survey, soil survey and a heritage study have been completed to support the works approval process required by the National Capital Authority.
- Funding has also been allocated for initial tree purchases. It is planned that six of the initial forests of threatened trees will be planted in winter/spring 2006. Included in this list is Wollemi Pines for what will be the largest forest of Wollemi Pines in the world.

(3) Funding was originally provided in the 2005-06 Budget (BP3 Initiatives, p 165) for operating costs associated with the International Arboretum and Gardens.

(4) (a) While the integrity of the overall master plan remains in place, there will be some reduction in the facilities and infrastructure.

The 2008 stage 1 elements that will now proceed will be major earthworks, some infrastructure, 30 hectares of forests, and the upgrading of the Central Valley to achieve a picnic area complete with landscaping.

(b) The revised funding will not affect the forest areas of the Arboretum, as it is still intended that 30 hectares of forests will be planted by the spring of 2008. While the full costings have yet to be finalised, it is likely that the Visitors' Centre, the International Garden and the full Events Terrace will not now not be completed in the module to be completed by spring 2008.

51 Territory and Municipal Services Richard Mulcahy

Payments to small business

Richard Mulcahy MLA: to ask the Minister for Territory and Municipal Services – in relation to payments made by the Minister’s department to small business:

For 2004-05, (a) how many, and (b) what proportion of payments made by the Minister’s department to small business were not made within:

- (i) 30 days of receipt of goods or services and a proper invoice in accordance with Government procurement policy;
- (ii) 60 days of receipt of goods or services and a proper invoice in accordance with Government procurement policy.

Mr Hargreaves: The answer to the question is as follows:

The Department’s financial system is currently closed to effect changes to accommodate the new Departmental structure and it will not be possible to commence interrogating the data until the 10th of July. It should be noted however, that the Department’s finance system does not differentiate suppliers by size.

The Government Contractual Debt (Interest) ACT 1994 applies to all contracts entered into by the Department and requires invoices to be paid within 30 days of receipt of invoice. Invoices are only processed however, upon satisfactory confirmation of goods and services received and expenditure authorisation.

For 2004-05, 18% of invoices were overdue for less than 30 days and 1.6% overdue for 60 days or more.

Environment grants

Dr Foskey : To ask the Minister for Territory and Municipal Services
– In relation to the Environment Grants:

- (1) Will the same level of funding to environment groups be continued from last year?
- (2) How will these funds be prioritised, given that the funds will be rolled into the new general Territory and Municipal Grants stream?

Mr Hargreaves MLA,

The answers to the Member's questions are as follows:

- (1) Yes. This year's (2006-07) Environment Grants have received the same level of funding as last year.
- (2) The ACT Environment Grants will be assessed and prioritised as per the Selection Criteria and Funding Priorities outlined in the Environment Grants Application Guidelines. A copy of the Guidelines can be accessed through the Environment ACT website.

Sportsgrounds

Dr Foskey : To ask the Minister for Territory and Municipal Services
– In relation to Sportsgrounds:

(1) Could you tell me how many sports grounds are now utilising grey water or other forms of recycled water on a regular basis?

(2) Are any of these sportsgrounds the ones that had previously ceased to be watered at all?

Mr Hargreaves MLA,

The answers to the Member's questions are as follows:

(5) The ACT Government has 24 hectares of sportsgrounds irrigated using recycled water. This consists of 9 hectares at Southwell Park Lyneham using water from the sewer mining plant, and 15 hectares (Campbell Oval, Reid Oval, O'Connor and Majura playing fields) irrigated from the North Canberra Effluent Recycling Scheme.

(6) No.

Improve the intersection of Tyagarah St and Hindmarsh Dr

Richard Mulcahy MLA: to ask the Minister for Territory and Municipal Services – in relation to the failure to appropriate funds to improve the intersection of Tyagarah Street and Hindmarsh Drive, O'Malley:

1. Is it true that car accidents that have been occurring on the corner of Tyagarah Street and Hindmarsh Drive, O'Malley, may be incorrectly classified in departmental statistics as accidents occurring on nearby Palmer Street due to the location of Palmer's Street's signage on Hindmarsh Drive?

Mr Hargreaves: The answer to the question is as follows:

1. When details from the Australian Federal Police accident reports are entered into the departmental database they are checked to ensure the logic of the description of the accident confirms the accident location.

The signage for Palmer Street and Tyagarah Street on Hindmarsh Drive is considered to be appropriate.

ACT Public Library services

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

In relation to access to pornography in the libraries

1. What provisions apply in ACT Libraries to protect children from internet pornography?
2. What measures are in place to ensure that these provisions remain effective?
3. Does the ACT Library Service have a documented policy about access to internet pornography in public places?
 - a. If so, what is that policy?
4. Will the ACT Government take advantage of the Australian Government plan to provide libraries with free internet filters?

Mr Hargreaves:

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

1. There are a number of methods used by the ACT Public Library (ACTPL) to ensure appropriate use of the Internet, including:
 - locating computers in the ACTPL so that visibility discourages inappropriate, prohibited or unlawful use;
 - access to the Internet via public access computers in the Library, requires the user to accept the *Conditions of Use for Public Library Internet Access Services*; and
 - Using *Content Keeper* software, which enables access to specific malicious, violent, or adult content to be restricted.
2. The ACTPL regularly evaluates policies to ensure currency. *Content Keeper* software has a built-in real-time engine to identify and restrict new web sites, as well as the capacity to provide hourly updates to web site control lists.

3. Yes. The relevant policies are:

- The *Conditions of Use for Public Library Internet Access Services*
<http://www.library.act.gov.au/> ,
- The *Young People in the Library* <http://www.library.act.gov.au/> ,
- The Australian Library & Information Association (ALIA) *Statement on Online Content Regulation* and *Statement on Free Access to Information*
<http://www.alia.org.au> , and
- The International Federation of Library Associations and Institutions (IFLA) *Internet Manifesto* and *Statement on Free Access to Information and Freedom of Expression* <http://www.ifla.org/> .

4. No.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Proposed Dragway

Dr Foskey MLA: To ask the Minister for Territory and Municipal Services:
In relation to the proposed Dragway

1. Is the Government committed to monitoring the ongoing human and environmental health risks at the proposed dragway site?
 - a. Will you be providing spectators/the general public with information on the types and levels of various carcinogens and other pathogens they may ingest from breathing in the smoke from smoking tyres (ie during burnouts or drag starts) and or exhaust fumes?
 - b. Are you aware of any health risks from breathing in such compounds that a regular dragway enthusiast might expect to inhale over a typical year of attending drag meets
2. The noise impact assessment study which came out in February was based on an international standard dragway with 20 metre wide earth berms and a track cut 6 metres into the ground. The National Standard dragway proposal currently under consideration is based on 7.5 metre earth berms, and a track cut 3 metres into the ground. Do you possess, and if so would you please provide, all relevant noise-level data based on these reduced infrastructure measures?
3. If the dragway is constructed at a National Standard it is expected that this will mean there is no public money for toilets, and a downgrading of lighting facilities. Would a downgrading in the lighting infrastructure have an impact on safety for spectators and/or participants? If not, why not?
4. Some commentators have been suggesting that having a dragway in Canberra will reduce the incidence of burnouts, street races and other dangerous driving behaviours on public roads. If this belief were held, it would presumably be a relevant consideration in favour of spending public money on the proposed dragway. Does the Department think this belief is accurate? If so, why, and what data is this belief based on?
5. The 2006 report of the Dragway Advisory Committee discussed the option of a 'staged' construction. What is the Government's understanding of the term 'staged construction' in the context of the dragway proposals?
6. Has there been any cost benefit analyses regarding Government funding for:
 - a. the Rally of Canberra; and/or
 - b. the proposed dragway.

7. If the answer to either question 6a or 6b is yes, was Tourism ACT consulted in either case?

8. Does ACT Tourism have any data for projected visitor numbers and expected revenue resulting from the operations of a dragway in the ACT?

Mr Hargreaves MLA,

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

1. Yes, if the project were to proceed the proponent would be required to monitor noise levels. What, if any, other monitoring would be required will depend on the outcomes of assessments required, and undertaken, under applicable planning and environmental legislation, and final approvals granted under this legislation. These decisions will, in particular, be informed by the findings of the preliminary assessment process.

- a. This is not anticipated;
- b. While this will be further informed by the preliminary assessment for the project, the Health Protection Services are not aware of any health risks.

2 & 3) No. However the underlying premises to these questions, and the interpretation of the feasibility studies, are not correct. The feasibility studies provided initial information to Government for the purposes of assessing whether a facility might be able to be developed within planning, environmental noise requirements and cost parameters.

On the basis of these studies, and consistent with the advice of the Dragway Advisory Committee, the Government decided to further consider the proposal. The process forward is described in the Community Discussion Paper which can be found on the web at www.cmd.act.gov.au/actdragway

As part of the work going forward the Government is further evaluating what type of facility may be constructed within Budget, and is undertaking a preliminary assessment, which amongst other things will consider safety issues, potential noise impacts and amelioration measures in more detail, and with specific regard to any final facility proposed. This work is not yet completed but will be released for public comment when it is. Approval for a dragway facility will only occur if all issues are properly addressed.

4. This issue will be considered in the preliminary assessment process being undertaken under the *Land (Planning and Environment) Act*. It is noted, however, that work undertaken by Smith Kostyrto Cohen Middleton in a 2001 draft preliminary assessment for a facility on Block 52 Majura (and in particular attachment E to that report by John Henman on proposed Community Support and Education programs), prepared for the ACT Motor Sports Council, supports the view that there are likely to be such benefits as well as additional benefits associated through further opportunities for driver education. (A copy of this report can be found on the web at

www.cmd.act.gov.au/about/publications.shtml

These reports aside, instinctively, it would seem that the provision of a facility, particularly when coupled together with programs such as those suggested in 2001, would provide some reduction in anti-social behaviour. The extent of this reduction, however, is at this stage unclear.

5. The concept of staged construction is one where future facilities within the dragway, although considered in the original planning and assessment process, would not be provided until a later time. Staging may provide an option, where funding is limited, to proceed with only essential aspects of the facility first and then include further facilities as funds become available.

6. a. An economic impact assessment and event evaluation of the Rally of Canberra is undertaken by Ernst and Young, commissioned by Australian Capital Tourism each year at the conclusion of the Rally.

b. Australian Capital Tourism has not done a cost benefit analysis for the proposed dragway. The issue will be further considered as part of the preliminary assessment for Block 51. It is noted that a report was prepared by the Centre for Tourism Research, University of Canberra as part of the 2001 draft preliminary assessment for Block 52 Majura. A copy of that report can be found on the web (see reference above) as Attachment E to that report.

7. N/A

8. No.

Approved for circulation to the Select Committee on Estimates 2006.

Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Parks and conservation Service and Environment ACT

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

1. What is the anticipated future Governance Structure for the entity currently known as the ACT Parks and Conservation Service?
2. What Penalty rates are expected to be included in the new ACT Parks and Conservation Service's Certified Agreement?
3. What is the anticipated future Governance Structure for the entity currently known as Environment ACT?
4. What was the actual and/or estimated cost of producing and installing the recently installed replacement signage for Canberra Nature Parks and Reserves?

Mr Hargreaves MLA,

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

1. On 1 July 2005, ACT Forests and a component of the Fire Management Unit transferred to Arts, Heritage and Environment. The unit remained intact until late December 2005 when it amalgamated with Parks and Conservation to form Conservation and Land Management (CALM). CALM is part of the new network, Recreation and Land Management, within the Department of Territory and Municipal Services which is currently undergoing an organisational review which is yet to be finalised.

2. Negotiations for the Certified Agreement for 2007– 2010 are still underway. Penalty rates remain unchanged for the current Certified Agreement.
3. Environment ACT is part of the new network, Recreation and Land Management within the Department of Territory and Municipal Services which is currently undergoing a review to determine an appropriate organisational structure. This review is yet to be finalised.
4. Recent signage installed across 23 nature parks and reserves included 10 large signs and 38 small signs, at a total cost of \$96,700.

Approved for circulation to the Select Committee on Estimates 2006.

Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

School Bus travel

Dr Foskey MLA : To ask the Minister for Territory and Municipal Services – In relation to school bus travel:

1. What planning measures have been put in place to service the increase in student bus travel over the next four years as a result from the school closures and amalgamations announced in the Towards 2020 Budget statement?
2. How many students travel by bus on an average daily and yearly basis?
3. What increase in student bus travel is expected in each of the next four years as a result of the school closures and amalgamations announced in the Towards 2020 Budget statement?
4. What is the current cost recovery rate on student bus travel?
5. How many new bus services will be required to meet increased student bus travel requirements in each of the next four years as a result of school closures and amalgamations?
6. How many new drivers will need to be employed to provide new services to meet expected increases in student travel and at what cost?
7. How many additional buses will need to be purchased by ACTION to meet the expected increase in student bus travel over the next four years? What is the estimated cost of these purchases?
8. What is the estimated increase in bus maintenance and repairs costs as a result of increased student bus travel in each of the next four years?
9. How many additional staff will be needed to plan and implement new bus services and administer the school transport system as a result of the proposed school closures and at what cost?
10. What is the estimated increase in total costs of providing additional bus services to accommodate the increase in student travel arising from the proposed school closures?
11. What traffic calming and safety measures are planned in relation to each proposed school closure to ensure the continuing safety and amenity in getting to and from school for young students who will have to attend a new school because of school closures? What is the estimated cost of these measures?

Mr Hargreaves MLA:

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

1. The details of student bus travel in relation to school closures, if any, have not yet been determined.
2. The average number of school students travelling by bus is 18,200 daily; and 3,568,000 per year.
3. See 1.
4. The current cost recovery rate of direct costs for student travel is 6% of the total farebox recovery rate of direct costs of 30%.
5. See 1.
6. See 1.
7. See 1.
8. N/A
9. N/A
10. See 1.
11. The details of traffic management measures in relation to school closures, if any, have not yet been determined.

Asset management

Dr Foskey MLA: To ask the Minister for Territory and Municipal Services: in relation to Asset Management:

1. Is it correct that where schools and preschools are closed down and no longer used by the Education Department they will be transferred to the property group of the Department of the Territory and Municipal Services (DTAMS);
2. Will that group have ongoing responsibility for managing those assets, and if not who would;
3. Is there an anticipated increase in demand on the department's maintenance and refurbishment budget over the next four years, and can a breakdown of anticipated expenditure be provided;
4. What is the process pursued by DTAMS and the Government in forming the view that an asset is surplus to requirements, and will the local community in which that asset is located be able to participate in that process;
5. How would that process be applied to government schools once they were handed back to DTAMS;
6. What actions will DTAMS take in disposing of assets when they are found to be surplus to requirements;
7. Can the Minister assure the committee that no buildings that are presently used as schools or preschools will, in the next five years, be
 - a) sold;
 - b) rented or leased for any purpose inconsistent with community facility land use policies.

Mr Hargreaves MLA,

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

1. Yes.
2. Yes.
3. No.
4. Where any Government properties are closed down and transferred to the Property Group of the Department of Territory and Municipal Services (TAMS), their future use is considered in accordance with the Whole of Government Surplus Property Policy. Under this policy, all opportunities for the best use of the property will be considered, including community uses and the possible sale of the property. Community consultation is an integral part of the Government's decision making processes and will occur under relevant statutory and administrative processes if significant planning and land use changes are proposed.
5. As outlined in the answer to Question 4, above.
6. Where the evaluation of the property indicates that it is surplus to the Government's needs and it is appropriate to be sold, the Property Group, TAMS will manage the property until it is formally transferred to the Land Development Agency.
7.
 - a. No.
 - b. Yes. Although the Government may consider proceeding with Land Use Policy variations under the Territory Plan if this is considered appropriate. These processes are subject to full public consultation.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Environment related grants

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

1. Will the restructure of Environment Department delay the announcement of any grants and when will they be announced?

Mr Hargreaves MLA,

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

1. No. The restructure of the Department of the Territory and Municipal Services will not delay the announcement of the 2006-07 ACT Environment Grants. The assessment process is currently being finalised and I will announce the successful applications towards the end of this month.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

202 Territory and Municipal Services Zed Seselja

Bus services to Harrison in Gungahlin

Mr Seselja MLA: To ask the Minister for Territory and Municipal Services – in relation to bus services to Harrison in Gungahlin.

1. When will Bus stops, bus signage etc be provided in the suburb of Harrison?
2. When will a regular bus service be provided to service the suburb of Harrison?
3. Why has a regular bus service to Harrison not been provided to date?

Mr Hargreaves MLA,

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

1. When ACTION's new network is introduced, which is scheduled to commence around October 2006.
2. When ACTION's new network is introduced, which is scheduled to commence around October 2006.
3. Regular bus services have not been provided due to low population density, creating limited demand for bus services and operational planning requirements.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Tharwa residents for water charges imposed

Mrs Dunne MLA: To ask the Minister for the Territory and Municipal Services: in relation to charges imposed on Tharwa residents for water:

1. How much have Tharwa residents been charged to take water from the Murrumbidgee River system since the enactment of the *Water Resources Act 1998*?
2. How much have ACT residents other than Tharwa residents been charged during the same period for taking water from the Murrumbidgee River system?
3. In which suburbs, villages or other parts of the ACT do the residents other than Tharwa residents referred to in 2 reside?
4. Have any steps been taken to ensure that Tharwa residents are not charged more than other ACT residents for water taken from the Murrumbidgee River system merely because the Murrumbidgee River Corridor is positioned between their residences and the River?
5. If the answer to 4 is no, then why not?

Mr Hargreaves MLA,

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

1. There are three licenses to take water from the Murrumbidgee River in the Tharwa region. All three are subject to an annual administration charge and the water abstraction charge (WAC) and have been since the Act was passed in 1998. The water administration charge is currently \$300 per annum and the water abstraction charge \$0.25 per kilolitre. The three licensees abstracted 41.2 megalitre during 2005 and the WAC was assessed accordingly.

2. All ACT residents taking surface water, except those collecting water on their own block for stock and domestic use, are charged on the same basis as the Tharwa residents. There are ACT residents who take water from the Murrumbidgee River in a similar fashion to the Tharwa residents and who are charged in a similar fashion.
3. The residents referred to in 2 reside along the Murrumbidgee River downstream of Tharwa.
4. Tharwa residents are not charged more than other ACT residents in a similar situation for water taken from the Murrumbidgee River.
5. Not applicable.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

ACTWEAGL – think water, act water program

Mrs Dunne MLA- To ask the Treasurer – in relation to the *Think water, act water* programme managed by ActewAGL:

1. How much has been paid out to Canberra residents under the incentives and rebates aspect of the *Think water, act water* programme since its inception through
 - a. the ‘Indoor Water Tune-up Program’,
 - b. the ‘Outdoor Water Tune-up Program’,
 - c. the ‘2005/06 Rainwater Tank Rebate’, and
 - d. the ‘Water-efficient Showerhead Rebate Program’?
2. How much has been paid to ActewAGL to manage and administer the *Think water, act water* programme since its inception?

Mr Hargreaves MLA,

The answer to the Member’s questions are as follows:

The following table details expenditure for all residential programs as pay outs (rebates) and as services;

Program	2003 -04		2004-05		2005-06		Total	
	\$ ‘000	No.	\$ ‘000	No.	\$ ‘000	No.	\$ ‘000	No.
Indoor Tune-up and Dual Flush Toilet Rebate	34	225	242.8	2 531	266.9	2 776	543.7	5 532
Outdoor Tune-up and Product Rebate	N/A	N/A	87.85	623	142	808	229.8 5	1 431
Rainwater Tank Program and Internal Connection	21.5	71	327.6	1 092	18	36	367.1	1 199
Showerhead Rebate and Point of Sale program	N/A	N/A	18.3	611	206.8	10 342	225.1	10 953

1. The following table details payments to ActewAGL to manage and administer the *Think water, act water* program since its inception:

2003 –04 \$ '000	2004-05 \$ '000	2005-06 \$ '000	Total \$ '000
100*	570	495	1 165

* Delivered Rainwater Tank and Indoor Tune-up Pilot Programs only.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Taxi cab waiting times

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services –
Regarding page 307 Budget Paper 4:

1. It states that taxi cab waiting times are within standard, 100%. How can this be the case when we have so many taxi cab no shows;
2. Is it a case of the measurement standard being too low;
3. If not, what is the reason for the 100% achievement, and what are the current standards for waiting times.

Mr Hargreaves MLA,

The answer to the Member'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. There is no measurable waiting time for a 'no show' so it cannot be included in the performance data.
2. No. See 1.
3. There are four performance standards that a taxi network is required to achieve in relation to waiting times. The performance standards are divided into two categories of peak and off-peak periods, with two performance measures contained within each category.

For peak periods, 85% of hirings must have a waiting time of no longer than 18 minutes and 95% of hirings must achieve a waiting time of no more than 30 minutes.

For off-peak periods, 85% of hirings must have a waiting time of no more than 10 minutes and 95% of hirings must achieve a waiting time of no more than 20 minutes.

The measures are based on those used in Queensland and are consistent with those used by other States. ACT taxi networks achieved a greater than required percentage for three measures, and the level of non-compliance with the fourth measure was low enough not to affect the overall performance level of 100%.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

CCTV cameras on action buses

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

Regarding CCTV cameras on action buses:

1. You say you will be progressing the bus replacement program, but in BP4 page 317 you have rolled over \$3 million from 2005-06 to 2006-07. Why has this program been delayed?
2. When will the CCTV security system commence rollout into the existing bus fleet?
3. How many cameras will be installed?
4. How many buses will be fitted with CCTV cameras?
5. If not all of ACTION'S fleet will be fitted with CCTV's – why not?
6. Who will monitor the cameras?
7. Will it be real-time monitoring or recording only?

Mr Hargreaves MLA,

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

1. The Government is committed to ACTION's fleet replacement program. The delay in the replacement program has been caused by delays in bus deliveries which will be rectified in the first half of the 2006-07 financial year.
2. The CCTV network will be incorporated into the existing fleet following an evaluation of the tenders and final contract negotiations, and compliance with national standards.
3. Up to 6 cameras per bus will be installed.
4. All buses, including special needs transport will be fitted with CCTV cameras.
5. N/A.
6. The cameras will not be monitored.
7. The cameras will be recording only.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

ACTION's Network

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services: In relation to improvements to ACTION's network efficiency listed on page 341 of Budget paper 4:

1. What increased services will be offered for new areas, and what new areas will there be?
2. What will the review of the ticketing system entail?

Mr Hargreaves MLA,

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

1. Increased services to new areas are currently being assessed, as part of the planning process for ACTION's new network. It has been determined that there will be new services provided to Harrison and Gungahlin.
2. The review will include a feasibility study, options analysis and cost benefit study into a replacement ticketing system.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Funding for safety and security for ACTION

Mr Pratt MLA: : To ask the Minister for Territory and Municipal Services:
In relation to funding for safety and security for ACTION listed on page 317
on Budget Paper 4:

4. What security measures will you be improving and/or implementing at depots and when will these be made?
5. at Interchanges and when will these be made?

Mr Hargreaves MLA,

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

1. Increased security fencing and boom gates will be installed at depots. These safety and security measures will be implemented during 2006–07.
2. A more responsive maintenance program for the existing closed circuit TV cameras in Civic bus interchange (and other locations in Civic) is to be provided from 2006-07 and is subject to negotiations with the police.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Taxi services between airport and Civic

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

In relation to Taxi Service on page 307 in Budget paper 4:

1. Minister, would you explain the Government's support for Deanes buses decision to run a 30 min service between Canberra Airport and Civic?
2. Will alternate transport providers in the ACT be encouraged to provide competition for these services?
3. Minister, would you not expect these providers to have the same trouble meeting travel schedules as that reported by Taxis, because of the insufficient funding for duplication of access roads to the Airport?

Mr Hargreaves MLA,

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

1. The expanded AirLiner service, providing a half-hourly frequency between the Airport and the City, is a better outcome for both airport patrons and Brindabella Business Park employees. The 30 minute service could also provide an alternative transport choice for people waiting in queues for taxis.
2. The Government has developed legislation providing for the regulation of demand responsive transport services. Such services could be ideally suited to locations such as the Airport.

In approving any new transport services, whether regular route bus services or demand responsive services, the Government would need to consider the likely impact on existing services as it would not be desirable to have a situation, at some later stage, where the level of service is lower than that currently provided. Further, any service operating out of the Airport also requires approval from Canberra Airport.

3. Deanes' Buslines reports that it meets its published timetable, with a 30 minute turnaround time between the Airport and the City, for all services. One Airport-City service only is affected by traffic conditions which adds no more than ten minutes to the trip time.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Intersection of Canberra Ave and Hindmarch Drive

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services - In relation to the intersection of Canberra Avenue and Hindmarsh Drive:

1. Is an over pass to be built at the intersection?

If yes, (i) what will be the cost, (ii) when will it be constructed, (iii) when will tenders be called, (iv) who will pay for the overpass, and (v) why is the overpass not listed in the budget documents?

If no, was it ever recommended by Roads ACT, and if it was recommended, a) when was it recommended, and b) why is the project not going ahead?

2. Was a traffic study done?

If yes, could you please supply the documents to the Committee?

Mr Hargreaves MLA,

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

1. No.

Roads ACT has never recommended an overpass. In July 2005 Roads ACT responded to a request from Cardno Young for comments on a traffic report they had produced for the Land Development Authority (LDA) into possible traffic arrangements associated with a Stage 2 development of the Fyshwick site at the intersection of Hindmarsh Dr and Canberra Av.

Roads ACT commented that Cardno Young's proposal to retain the Canberra Ave/Hindmarsh Drive intersection as an at-grade signalised intersection with additional lanes was not supported by Roads ACT as it would make the intersection too big.

2. Yes.

The traffic study is contained in the External Infrastructure Works Implementation Report for Stage 1A Fyshwick S.48 prepared for LDA by Cardno Young. A copy of the report can be obtained from the LDA.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Library services cost per capita

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services : In relation to the cost of library services per capita which was \$44.50 in 2005-06 compared to \$42.80 in 2006-07

1. Why is this cost reducing?
2. Is this due to staff cuts?

Mr Hargreaves MLA,

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

1. This cost is reducing due to a number of factors, including:
 - The rapid take-up of on-line services, particularly the number of customers accessing the ACT Virtual Library's full-text on line data bases;
 - Budget reductions in line with across-Government savings; and
 - The total population used for the per capita calculation in 2005-06 is 325,800 while the figure for 2006-07 is 327,500.
2. No.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

308 Territory and Municipal Services Steve Pratt

Harrison Primary School- funding for an access road

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services; in relation to funding for an access road to Harrison Primary School:

1. What work will be included in the \$4.2 million allocated to the construction of an access road to Harrison Primary School?
2. Has the upgrade to Tharwa Drive been stalled due to the redirection of funds to the construction of an access road to Harrison Primary?
3. If not, where has the funding for Tharwa Drive gone?

Mr Hargreaves MLA,

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

1. The work includes roadworks, bus bays, school access, a roundabout, stormwater drainage, sewerage, water supply, shared trenching, bridge culvert, footpaths, landscaping and streetlighting;
2. No.
3. The Tharwa Drive project has been deferred. The funds have been transferred to the Gungahlin Drive Extension project.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

309 Territory and Municipal Services Steve Pratt

Parks and places \$46676 mil

Mr Pratt MLA: to ask the Minister for the Territory and Municipal Services: - In relation to \$46.676 million allocated to Parks and Places:

1. How much of this budgeted amount is allocated to bushfire fuel reduction?
2. How many hectares of land will managed for this amount?
3. Will the hectares managed include urban fringe areas?

Mr Hargreaves MLA,

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

1. The answer to this question has been provided in the Department's response to questions taken on notice during the Committee's examination of the Department on 23 June 2006.
2. See 1.
3. Yes.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

310 Territory and Municipal Services Steve Pratt

Streamlining of the Department

Mr Pratt MLA: to ask the Minister for the Territory and Municipal Services: - In relation to the streamlining of the Department:

1. What is the expected cost or savings be, in relation to the streamlining of the Department?
2. How many net job losses will there be?

Mr Hargreaves MLA,

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

1. The *Changes to Appropriation – Departmental* table on pages 315-316 of Budget Paper No. 4 detail the costs and savings associated with the streamlining of the Department.
2. The answer to this question has been provided during the Committee's examination of the Department on 23 June 2006.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Tharwa bridge restoration cost

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

1. Can the Minister confirm the anticipated cost of the restoration of the existing Tharwa Bridge?
2. Can the Minister confirm the anticipated cost of the building of a new stand alone steel and concrete bridge in Tharwa?

Mr Hargreaves MLA,

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

1. The conceptual stage cost estimate for the restoration of the Allan Truss spans of the existing Tharwa Bridge is \$8.9 million.
2. The conceptual stage cost estimate for the construction of a new single lane steel truss and pre-stressed concrete bridge similar in appearance to the existing Tharwa Bridge is \$10.9 million.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

313 Territory and Municipal Services Steve Pratt

Maintaining community footpaths cost

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services; In relation to the cost of maintaining community footpaths on page 304 of Budget Paper 4:

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

Mr Hargreaves MLA,

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

1. The estimate is 21,000 square metres which does not include trip hazards where the irregular surface is ground down.
2. Areas within the ACT where the condition of a section of a community path has deteriorated to the extent that repairs are deemed necessary.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

314 Territory and Municipal Services Steve Pratt

Sportsground maintenance costs

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

In relation to the cost of sportsground maintenance on page 308 of Budget Paper 4:

1. The figure for annual sportsground maintenance is \$15,600 per hectare in 2006-07. How many hectares will be maintained for this amount?
2. Is this the same cost per hectare as for the ovals that will be rejuvenated as part of the \$500,000 drought repair funding?

Mr Hargreaves MLA,

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

1. Approximately 420 hectares will be maintained.
2. No – this target cost is for routine maintenance operations whereas the drought restoration funding covers a range of tasks associated with bringing the degraded sportsgrounds back to a fully operational condition. Following this restoration, routine maintenance programs are implemented.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

315 Territory and Municipal Services Steve Pratt

Transfer of parking and registration functions cost

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services ; In relation to the cost of the transfer of Parking and Registration functions to Territory and Municipal Services on page 315 in Budget Paper 4:

1. What functions exactly will be transferred?
2. Will Parking Inspectors be transferred and the administration of Parking Infringements?
3. If so, what will the transfer costs be?

Mr Hargreaves MLA,

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

1. The Parking Operations functions being transferred from the Department of Territory and Municipal Services include the parking inspectorate, coin collection and ticket machine maintenance, the parking infringement Review Office and the regulation of outdoor cafés and hawkers.
2. Parking Inspectors will be transferred however, the administration of infringements will continue to be undertaken by Road User Services within the Department of Territory and Municipal Services.
3. The total expense transfer associated with moving Parking Operations, the Review Office and the regulation of outdoor cafés and hawkers is \$4.465 million in the 2006-07 financial year.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date:

Lanyon drive upgrade, Monaro Highway to Sheppard

Mr Pratt MLA: To ask the Minister for Territory and Municipal Services - In relation to the Lanyon Drive upgrade, Monaro Highway to Sheppard Street on page 318 of Budget paper 4:

1. \$5 Million has been allocated to this project. When will work commence?
2. Will this upgrade include an access road to the Alexander Maconochie Centre?
3. If so, where will this access road be located exactly?

Mr Hargreaves MLA,

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

1. Design of the upgrade works will be undertaken this financial year (\$1 million funding provided in 2006-07) with construction commencing towards the end of this financial year and continuing in 2007-08 (\$4 million funding provided in 2007-08).
2. No.
3. N/A

337 Territory and Municipal Services Brendan Smyth

Reconciliation of staff numbers

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to staff numbers for a reconciliation of staff numbers – details of the ons and offs - between 2005-06 and 2006-07?

The answer to Mr Smyth MLA's question is as follows:

The following table shows the movements between the projected 2005-06 end of year position and the 2006-07 financial year:

2006-07 Starting Position	1 018
Gains through AAOs	373
Add part time and casuals	65
Losses through AAOs	-159
Losses through Expenditure Reforms	-114
Projected 2006-07 Head Count	1183

Library closures

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to Library closures and the engagement of consultancies in that process, how many areas will be reviewed and how many consultants will be engaged?

The answer to Mrs Dunne MLA's question is as follows:

A comprehensive review of library services will be undertaken. Details regarding engagement of a consultant or consultants are yet to be determined.

Shop front transactions

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to shop front transactions for the number of types of different transactions available through the internet?

The answer to Mr Smyth MLA's question is as follows:

There are two types of transactions – transactions that include a payment, and transactions that do not include a payment.

As of the 27 June 2006, there were 59 transactions available through the internet. A list of these transactions is at Attachment A.

340 Territory and Municipal Services Vicki Dunne

Pavement degradation on William Hovell Dr

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to pavement degradation on William Hovell Drive, what warranty was available on a 3 year old road?

The answer to Mrs Dunne MLA's question is as follows:

There is no warranty available. The defects liability period has expired for William Hovell Drive.

341 Territory and Municipal Services Vicki Dunne

Recycling activities at Parkwood

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to recycling activities at Parkwood (Belconnen) and Mugga, who are the tenants undertaking recycling activities at those sites?

The answer to Mrs Dunne MLA's question is as follows:

There are no tenants operating recycling activities at Mugga. A list of the tenants at Parkwood involved in recycling activities is at Attachment B.

Recycling activities - breakdown of waste streams

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to recycling activities for a breakdown of waste streams to landfill and recycling?

The answer to Mr Smyth MLA's question is as follows:

During the last full year (2004-05), 204,396 tonnes of waste were accepted at landfill. The break up of this into the various waste streams is shown in table 1.

Table 1. Waste to ACT landfills (tonnes)

Waste type	2004-05	%
Commercial and industrial	77 069	38
Building and Demolition	29 735	15
Clean fill	2	-
Garden waste	3 469	2
Tyres	1 328	1
Asbestos	1 134	1
Special waste (contaminated soil, ash, sullage etc.)	3 053	1
Private delivery	28 709	14
ACT household collected	52 109	25

Waste type	2004-05	%
Queanbeyan household collected	7 788	3
TOTAL	204 396	100

In the same period, 554,936 tonnes of waste were recycled. The break up of this into the various streams is shown in table 2.

Table 2. ACT Recycling / Resource Recovery Results (tonnes)

Product	2004-05	%
Glass	10 195	1.8
Paper/Cardboard	46 923	8.4
Rigid Plastics (PET, HDPE, PVC)	1 373	0.2
Liquid-paperboard	Included in paper	-
Aluminium	811	0.1
Steel cans	775	0.1
Garden/Compost	197 748	36
Demolition	241 956	44
Metals ferrous	20 464	3.6
Cooking oil and fat	850	0.1
Clothing	4 238	0.7
Salvage & Reuse	7 259	1.0
Motor oil	1 747	0.3
*Other	20 597	3.7
TOTAL	554 936	100

* Includes Animal Wastes, Film Plastics, Sullage, Batteries, Paint, Timber and Tyres

343 Territory and Municipal Services Vicki Dunne

Pialligo Tip and industrial waste

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to the "Pialligo Tip" and industrial waste, how much industrial waste is processed through Mugga?

The answer to Mrs Dunne MLA's question is as follows:

During the last full year (2004-05) Mugga Lane Landfill processed a total of 110,493 tonnes. Of this amount, 80,758 tonnes were recycled and 29,735 tonnes were accepted to Landfill.

344 Territory and Municipal Services Steve Pratt

Parks and places budget - fire fuel reduction

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Pratt MLA, asked in relation to the Parks and Places budget of \$46.676m, how much is for fire fuel reduction on the urban edge?

The answer to Mr Pratt MLA's question is as follows:

Fire fuel reduction funding consists of \$1.1 million for fire suppression, stand up (fire readiness) and fire fuel reduction activities around the urban edge. In addition, \$1.3m is spent on mowing of approximately 1,860 hectares of urban open space, primarily for fire protection purposes.

Budget for fire fuel reduction breakdown

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Pratt MLA, asked for a breakdown on the 2005-06 budget for fire fuel reduction on the urban edge, for both DUS and ACT Environment, and then a comparative analysis on what you're budgeting for this year for the same tasks against the same responsibilities?

The answer to Mr Pratt MLA's question is as follows:

In compliance with the *Strategic Bushfire Management Plan* the Department of Urban Services undertook over 200 fire fuel reduction activities including physical removal, mowing, grazing, prescribed burning and access improvement during 2005-06.

During the 2005-06 financial year, Environment ACT undertook 430km of fire access management activities, 3 fire infrastructure development projects, the purchase of 16 different classes of fire equipment, undertook 20 fire training courses and engaged 2 fast attack bulldozers, 1 fast attack grader and 15 seasonal fire fighters.

In total, approximately \$5.8 million was spent across these activities during the 2005-06 financial year. It is expected that this level of work will continue during the 2006-07 financial year as part of the Bushfire Operational Plans.

Bike shed at Macarthur House

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to the bike shed at Macarthur House, how many bikes does it hold and how many use it?

The answer to Mr Smyth MLA's question is as follows:

The bike shed at Macarthur House has the capacity to accommodate approximately 44 bicycles. Usage of the facility will vary greatly dependent on such things as the time of year and the weather. On Monday 26 June 2006, at 1.30 pm, there were a total of 22 bicycles locked in the facility.

Civic Olympic pools technical report cost

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to the Civic Olympic pools how much did the technical report cost?

The answer to Mr Smyth MLA's question is as follows:

An assessment was carried out by consulting engineers on the condition of the air support dome at Canberra Olympic Pool at a cost of approximately \$4,300.

348 Territory and Municipal Services Vicki Dunne

Energy and green power

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to energy and green power, for an indication of the costs per capita for four years consumption? How is the Government going on energy efficiency?

The answer to Mrs Dunne MLA's question is as follows:

The ACT Government began monitoring its energy consumption in 1999-2000. The most recent finalised ACT Government energy consumption figures are for 2002-03, and they indicate an increase in energy use in the order of 3-4% over the 1999-2000 levels. In part to offset this increase, the Government has increased the proportion of green power that it purchases to about 20% of total Government electricity use.

349 Territory and Municipal Services Brendan Smyth

ACTION maintenance costs

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to maintenance costs for ACTION, what is the percentage costs for maintenance in the budget year and how much was it in 2005-06?

The answer to Mr Smyth MLA's question is as follows:

For 2006-07 maintenance costs are budgeted at 11.82% and in 2005-06 they were 13.08%.

Mr Smyth MLA, asked in relation to maintenance costs for ACTION, what is the trend for parts/material and labour costs for the past five years?

The answer to Mr Smyth MLA's question is as follows:

The trends for parts and labour costs for the past five years are as follows:

	2001-02	2002-03	2003-04	2004-05	2005-06
Parts	4.49%	5.06%	4.90%	4.87%	4.93%
Labour	7.01%	7.43%	7.63%	8.07%	8.14%

*ACTION fares - reconciliation of all fares***Questions taken on Notice**

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to ACITON fares for a reconciliation of all fares – all types of ticketing arrangements between 2005-06 and 2006-07?

The answer to Mr Smyth MLA's question is as follows:

The following table provides a reconciliation of all fares for the 2005-06 and 2006-07 financial years.

<u>BUS FARES</u>				
Ticket Types	Actual 2005-06		Approved 2006-07	%
<u>ADULT:</u>				
Cash	\$2.50		\$3.00	20.0%
Transfer ticket	\$2.50		\$3.00	20.0%
FS10	\$21.40		\$22.00	2.8%
Weekly	\$24.00		\$24.60	2.5%
Monthly	\$80.00		\$82.00	2.5%
Daily	\$6.40		\$6.60	3.12%
Shoppers Off-Peak	\$4.00		\$4.10	2.5%
<u>CONCESSIONS:</u>				
Cash	\$1.30		\$1.50	15.38%
Transfer ticket	\$1.30		\$1.50	15.38%
FS10	\$10.70		\$11.00	2.8%
Weekly	\$12.00		\$12.30	2.5%
Monthly	\$40.00		\$41.00	2.5%
Daily	\$3.20		\$3.30	3.12%
Pensioner Off-Peak	\$1.30		\$1.40	7.69%
<u>SCHOOLS:</u>				
FS10	\$8.00		\$8.20	2.5%
School Term	\$55.00		\$56.00	1.82%
Overall Increase:				6.00%

351 Territory and Municipal Services Brendan Smyth

ACTION costs - overheads on top of service costs

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to ACTION costs what are the overheads on top of service costs? What are the all up running costs of the fleet?

The answer to Mr Smyth MLA's question is as follows:

Overhead costs	\$23,936,000*
Total Costs	\$88,433,000
Running costs	\$64,497,000

(* including costs of transport and scheduling officers, special needs transport and charter, depreciation and financing)

Reconciliation of environment numbers**Questions taken on Notice**

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mrs Dunne MLA, asked in relation to Environment, for a reconciliation of all the environment numbers – how much money they had last year and how much they're bringing with them?

The answer to Mrs Dunne MLA's question is as follows:

The table below provides a reconciliation between Output Class 2 in the Chief Minister's Department in the 2005-06 Budget and Output 1.5 in the Department of Territory and Municipal Services in the 2006-07 Budget:

	Governme nt Payment for Outputs \$'000	Total Ordinary Expenses \$'000
2005-06 Budget	33,615	36,515
less non ongoing initiatives	-1,992	-1971
2006-07 Forward Estimate (Chief Minister's Department, Output Class 2 - page 58, 2005-06 Budget Paper 4)	31,623	34,544
Transfer of Heritage and Environment to DTMS	23,923	26,507
Transfer Office of Sustainability to DTMS	5,631	5,631
Transfer ACT Forests to DTMS	2,537	8,271
Net 2006-07 Budget Adjustments	-1,826	-1,826
Sub total direct funding/costs	30,265	38,583
Add corporate allocations	2,313	3,203
 BP4 Published Figure Output 1.5 (DTMS, Output 1.5 – page 297 2006-07 Budget Paper 4) (Excludes sustainability resources remaining with CMD)	 32,578	 41,786

Environment - Overarching action plans

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to Environment, what are the over arching plans for threatened species recovery and what is the time frame for these plans?

The answer to Mr Smyth MLA's question is as follows:

The overarching Action Plans are:

- Action Plan No 27. Woodlands for Wildlife: ACT Lowland Woodland Conservation Strategy. Notified as a Disallowable Instrument on 22 April 2004.
- Action Plan No 28. A Vision Splendid of the Grassy Plains Extended: ACT Instrument on 16 June 2005.
- Action Plan 29. Ribbons of Life: Draft Aquatic Species and Riparian Zone Conservation Strategy. A three month period of public consultation concluded on 25 May 2006. A final plan is to be released later this year.

There is no statutory requirement to revise Action Plans within a particular timeframe.

Environment - Current action plans

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to Environment, can details be provided of current action plans?

The answer to Mr Smyth MLA's question is as follows:

The current action plans include:

- No. 5: A subalpine herb (*Gentiana baeuerlenii*)
- No. 6: Corroboree Frog (*Pseudophryne corroboree*)
- No. 22: Brush-tailed Rock-wallaby (*Petrogale penicillata*)
- No. 23: Smoky Mouse (*Pseudomys fumeus*)
- No 30: Spotted-tailed Quoll (*Dasyurus maculatus*)
- No 27: Incorporating Action Plans for the following threatened communities and species:
 - o Yellow Box – Red Gum Grassy Woodland
 - o A Leek Orchid (*Prasophyllum petilum*)
 - o Small Purple Pea (*Swainsona recta*)
 - o Hooded Robin (*Melanodryas cucullata*)
 - o Swift Parrot (*Lathamus discolor*)
 - o Superb Parrot (*Polytelis swainsonii*)
 - o Brown Tree creeper (*Climacteris picumnus*)
 - o Painted Honeyeater (*Grantiella picta*)
 - o Regent Honeyeater (*Xanthomyza phrygia*)
 - o Varied Sitella (*Daphoenositta chrysoptera*)
 - o White-winged Triller (*Lalage sueurii*)
- No 28: Incorporating Action Plans for the following threatened communities and species:
 - o Natural Temperate Grassland
 - o Striped Legless Lizard (*Delma impar*)
 - o Grassland Earless Dragon (*Tympanocryptis pinguicolla*)
 - o Golden Sun Moth (*Synemon plana*)
 - o Perunga Grasshopper (*Perunga ochracea*)

- o Button Wrinklewort (*Rutidosis leptorrhynchoides*)
- o Ginninderra Peppercress (*Lepidium ginninderrense*)
- No 29: Incorporating Action Plans for the following threatened species:
 - o Two-spined Blackfish (*Gadopsis bispinosus*)
 - o Trout Cod (*Maccullochella macquariensis*)
 - o Macquarie Perch (*Macquaria australasica*)
 - o Murray River Crayfish (*Euastacus armatus*)
 - o Silver Perch (*Bidyanus bidyanus*)
 - o Tuggeranong Lignum (*Muehlenbeckia tuggeranong*)

Budget for Dept training

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to training, what is the base budget within the Department for training?

The answer to Mr Smyth MLA's question is as follows:

Training requirements are met from within existing budgetary allocations on an emerging need basis where expenditure varies from year to year. The Department does not set aside a specific budget for staff training purposes.

Sustainability indicators - previous electoral cycle cost

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to sustainability indicators, how much did the plan from the previous electoral cycle cost?

The answer to Mr Smyth MLA's question is as follows:

The main cost associated with the report was purchasing data, developing the ecological footprint and design and printing. The cost, not including staff salaries, was \$90,000.

Sustainability indicators - staff involved

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to sustainability indicators, how long did the previous one take to put together and how many staff were involved?

The answer to Mr Smyth MLA's question is as follows:

Four staff were involved with developing the report, one of which was an Australian Bureau of Statistics' outposted officer. Staff resources equated to an approximately FTE of 2.5 over a 10 month period.

ACT Cemeteries - headstone maintenance

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to ACT Cemeteries, how much is held for services provided for headstone maintenance where family involvement is no longer available? How much is the "unfunded" liability? (What is the expected liability and how to deal with it?)

The answer to Mr Smyth MLA's question is as follows:

The maintenance of headstones is the responsibility of the family of the deceased. The ACT Cemeteries Authority will undertake maintenance on a headstone only where the family has failed to do so and the headstone poses a hazard to the public. To date families have been responsive when asked to attend to the maintenance of a headstone.

The Authority expends little each year on this type of maintenance. Where maintenance is carried out it is to remove the hazard and not to repair the headstone. The relatively small size of monuments in the ACT has also limited the expenditure on this type of maintenance. The liability for this maintenance has not been determined, however given the historically low expenditure associated with this activity, it is not expected to be significant and would be undertaken as part of the regular cemetery maintenance program.

ACT Cemeteries - Australia flag

Questions taken on Notice

During the Committee's examination of the Department on 23 June 2006, the following questions were taken on notice.

Mr Smyth MLA, asked in relation to ACT Cemeteries, should the Australian flag be flown daily at the cemeteries?

The answer to Mr Smyth MLA's question is as follows:

The Australian flag is flown every day at both the Woden and Gungahlin Cemeteries. This has been a long standing practice and will continue.

Approved for circulation to the Select Committee on Estimates 2006.

By the Minister for the Territory and Municipal Services,
JOHN HARGREAVES MLA

Signature:

Date: