

TRANSCRIPT

STANDING COMMITTEE ON THE ECONOMY AND INFRASTRUCTURE

Inquiry into infrastructure projects

Melbourne — 26 October 2016

Members

Mr Joshua Morris — Chair

Mr Khalil Eideh — Deputy Chair

Mr Jeff Bourman

Mr Nazih Elasmar

Mr Bernie Finn

Ms Colleen Hartland

Mr Shaun Leane

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Ms Samantha Dunn

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Witness

Mr Scott Charlton, Chief Executive Officer, Transurban.

The CHAIR — I declare reopened the Standing Committee on the Economy and Infrastructure public hearing. Thank you, Mr Charlton, for your attendance, and welcome to those in the gallery. The committee is hearing evidence in relation to our infrastructure inquiry, and the evidence is being recorded. This hearing is to inform the third of at least six reports into infrastructure projects, and witnesses present well may be invited to attend future hearings. All evidence taken is protected by parliamentary privilege; therefore you are protected for what you say here today, but if you go outside and repeat the same things, those comments may not be the same privilege. Once again, welcome, Mr Charlton. Thanks for your attendance. I believe you have a presentation to take us through.

Mr CHARLTON — Yes.

The CHAIR — Wonderful. Once you have gone through your presentation we will follow with some questions from the committee. Over to you.

Visual presentation.

Mr CHARLTON — Thank you. Like I said, I have a short presentation, and I have to work the technology and do the speech, so I will try and do my best. Obviously I am Scott Charlton, chief executive officer of Transurban. As you and the committee members would be aware, our company put forward the western distributor package to the Victorian government last year through the market-led proposal framework. This is now the third time I have provided an update to this committee since that time.

The last time I was here in March I provided information to you about the types of incidents we are regularly seeing on Melbourne's road network and how our plans would help adjust this congestion and support the needs of some of the most rapidly growing communities in Victoria. The first time I came here was just on a year ago — last November. I provided an update as to who Transurban is, what we do and why we believe the western distributor will help enhance Melbourne's status as the world's most livable city. As the operator of one of the state's most critical road assets, we regularly see significant impacts, including a single incident on the West Gate Bridge, which can cause problems across the whole of the network. We believe projects like the western distributor can go a long way to tackling chronic congestion and allowing commuters to move across Melbourne easily.

What I will do is just a quick recap, and I will walk you through the components of the total western distributor package. So the project includes the widening of the West Gate Freeway, from 8 to 12 lanes, from where the freeway meets the M80 ring-road to Williamstown Road. This will boost the capacity of the West Gate Freeway corridor by 50 per cent. It includes then a vital second river crossing to help alleviate congestion on the West Gate Bridge. The second river crossing features a new road tunnel under Yarraville, and the tunnel portals are proposed within the West Gate Freeway corridor itself and not in the Hyde Street reserve as previously proposed. This will be particularly important in light of the recent news that trucks weighing around 78 tonnes or more will not have access to the West Gate Bridge from 1 November.

It also includes a bridge over the Maribyrnong River and an elevated structure above Footscray Road that will provide direct full freeway-standard connections to the port of Melbourne precinct and CityLink, as well as connections to the inner northern suburbs and the city. This section of works also includes new direct links between the existing Hyde Street designated truck route and the West Gate Freeway, which will help trucks prohibited from entering the tunnel to reach their destination without having to travel on roads like Francis Street.

We are providing safer access to Webb Dock through the Webb Dock access improvements, which include upgrades to Cook Street and enhanced connection to the Bolte Bridge. In addition the Monash Freeway upgrade will see 30 kilometres of new lanes constructed along some of the most congested parts of the southern corridor. An additional lane in each direction will be built between the EastLink interchange and Clyde Road in Berwick, and these lanes will be constructed within the existing road reserve.

The Monash Freeway will also include the rollout of new sophisticated technology along the 44-kilometre corridor between Chadstone and Pakenham. This will also see the installation of new and upgraded ramp signals and the introduction of overhead lane use management signs to better respond to traffic and conditions and notify drivers of lane closures and variable speed limits. We are also including automatic incident detection technology to better respond to collisions, breakdowns and other issues that can significantly impact motorists'

daily commute. This, we believe, will provide tremendous benefits to one of Melbourne's most popular corridors as well as better connect thousands of businesses located in the southern suburbs.

The western distributor will not only help reduce travel time between the west and the city, it will significantly improve reliability. This will help motorists, freight companies and other road users to better predict their travel time before leaving their homes, offices or warehouses. The Monash Freeway upgrade will do the same for those commuting to the south-east and the city, to the northern suburbs of Melbourne and to the city's west as well.

During construction we expect this project will generate around 5600 jobs, and I think you would all be aware of the value that the building construction industry has to this state. Some \$11 billion of benefit will be injected into the Victorian economy as a result of the project, helping to secure growth and provide a healthy boost to the gross state product. The project will help create alternative travel routes for trucks that are required to use local roads, leading to a reduction of 6000 trucks every day on residential streets in the inner west as well as removing 6000 trucks a day from the West Gate Bridge.

The enormous cost disruptions, injuries and threats to human life that our community incurs due to on-road conditions will be reduced, with the project expected to cut casualty crash rates by 20 per cent. Finally, the project includes 10 kilometres of new and upgraded walking and cycling paths. This will see the long-awaited Federation Trail finally completed and also help provide a safer route along areas like Footscray Road by separating the cyclists from the road users.

Since the project was first announced in April last year, community consultation has played a vital role in shaping its design. As you can see on this slide, we have completed consultation on both the initial proposal design as well as the concept design. We are now looking at the reference design, which was released in July, and we have three shortlisted consortia currently developing their bids for the project in a competitive environment based on this design. These tenderers are national and global leaders in their field, and we are pleased to see the project attract their attention.

In the first quarter of next year the environment effects statement, or EES, will be publicly exhibited as the project moves to obtain the required planning and environmental approvals necessary to get construction started by late 2017. The EES process will include the release of 17 specialist studies and will not only see an assessment of potential environmental effects but also propose measures that will help minimise, manage or avoid impacts both during construction and thereafter.

I am also very pleased to advise the committee that since April last year representatives of Transurban and the state have been out talking to people, councils, community groups, sports clubs, businesses, peak industry bodies and motorists and hearing what they have had to say. Throughout this time we have had over 3000 face-to-face conversations with members of the community. We have held consultation sessions, employed displays and pop-up stands and conducted door-to-door knocking campaigns. We have had more than 37 000 people visit the project website and dedicated online consultation hub, which provide an avenue for people to find out more information at a time and a place that is convenient for them. We have had five newsletter updates that have been sent to over 30 000 households over the last 18 months. Beyond that, we have had 250 meetings with a wide variety of businesses and other organisations as well. We now have a well-established community liaison group that has a meeting monthly with an independent chair, as well as a technical reference group, with both of these forums providing an opportunity for our project team to seek input on the project, as well as updating members on how the project is progressing.

As you can see from this slide, we have been listening to views from across the community since the very beginning to help ensure we deliver a great project. This feedback has been incorporated into the functional requirements provided to the three shortlisted bidders for the project, which specify what has to be designed and built. The reference design, which has been shaped by our ongoing commitment to listening and engaging, provides a foundation to the tenderers to develop more detailed designs. The tenderers can now use their own expertise to develop solutions that enhance the reference design provided they comply with the functional requirements. All of this feeds into the planning and environmental approvals process, which as I said earlier, will offer full opportunities for people to have their say before an independent panel makes its recommendation and the Minister for Planning has his say.

The western distributor provides a much-needed alternative, again, to the West Gate Bridge, and combined with the Monash, it will provide a network-wide improvement for travelling around the city. I have spoken at length about how when the M1 stops, Melbourne stops. Key enhancement points or entrance points into the CBD from the western and south-eastern suburbs from the M1 are under significant and constant pressure, including roads such as Montague Street, Kings Way and Power Street. This project will dramatically improve the way road users can access the city, providing more direct access from the west into the north of the CBD and freeing up capacity for those trying to access the southern side of the CBD via the West Gate Bridge. It will also help alleviate congestion for many of the motorists across the CBD on roads like King Street and Spencer Street. It will reduce congestion along key parts of the Monash, allowing more efficient transport of people and goods from other south-eastern suburbs, including those looking to reach the city and beyond, and it will reduce the conflict between those coming from the west and those coming from the north trying to reach the city or cross the city via the CityLink tunnels.

We at Transurban are passionate about the project and passionate about our city. It is where our headquarters are, and it is where our people live and work. We truly believe this is a city-shaping project and one that complements other government investment in Victoria, including the metro rail tunnel, the removal of level crossings and the CityLink-Tulla widening project.

Before I hand back to you to take questions, I just wanted to show you some of the images of the space cube we have been taking around the city, our suburbs and beyond to provide another way for people to find out more about the project and have their say. It has been a really good initiative over the past few months as we construct it somewhere, talk with the local residents and then relocate it to another community. Over the past months we have had some 1800 visitors to our recent pop-ups, most of which have been conducted in this very space cube. So now, with that, I am happy to take questions.

The CHAIR — Excellent. Thank you, Mr Charlton. I was hoping to draw on some of the figures that you had in your presentation there, with regard particularly to the 6000 trucks a day coming off both the West Gate and residential streets. If we could start with how it is that you have come to that — is that your number or is it somebody else's number? Has the modelling been done by somebody to work that out? Where does that figure come from?

Mr CHARLTON — Yes. That initial modelling was done. When we went to the proposal, we provided an overview with a similar number. It is in the state's business case. They have got traffic modelling on that, so we are pretty comfortable with that number. That will be the approximate number.

The CHAIR — Could you provide the committee with your modelling — Transurban's modelling — for those numbers?

Mr CHARLTON — That detailed modelling will be provided with the EES process. So the detailed modelling and the final references on it and everything will be provided in the EES report.

The CHAIR — Great. What I am asking is: can you provide that to the committee?

Mr CHARLTON — Well, we are still in stage 4 of the market-led proposal process with the government, so that is still our intellectual property. But all that detail for the public will be provided in the EES process. So we are not going to provide it now because we are in stage 4 of the market-led proposal process, but we are comfortable with what the government has put forward in their business case with that number.

The CHAIR — The 6000 trucks off the West Gate and the 6000 trucks off the residential streets — are they the same trucks? Is there crossover with those trucks or are they two different, what would you say — —

Mr FINN — A combined number.

The CHAIR — Yes.

Mr CHARLTON — Effectively you are taking roughly 6000 trucks out of the inner west and you are putting them through the tunnels, and then you are taking another 6000 trucks effectively that would have gone across the West Gate Bridge and the Bolte. Some of those are the same; some of those are not the same. But you also have about 1000 trucks roughly on the Hyde Street ramps, meaning a reduction of 5000 going over the West Gate Bridge.

The CHAIR — I was going to ask about truck bans, but I know it is close to Ms Hartland's heart. So I might leave that for you, Ms Hartland, when we get there.

I was also interested in the reduction in crashes of 20 per cent. Again I am interested in the modelling that has come from.

Mr CHARLTON — I think in the government's business case you can find that modelling, and I do not think it is far from where our modelling is as well. So with the increased technology, the better alignment and the better mergers and everything, the forecast modelling is showing an improvement in safety. That is very similar to what we are doing on CTW and other projects around the country.

The CHAIR — Again I will ask whether or not you would be prepared to provide that modelling to the committee.

Mr CHARLTON — All that modelling will be available when we do the EES, but until then we are still in stage 4 of the market-led proposal.

The CHAIR — Thank you, Mr Charlton. One other one: it is a slightly different line of questioning, and it relates to the Melbourne road usage study. I am just wondering if you might be able to give the committee a bit of background on what that study is.

Mr CHARLTON — Sure. For anyone who is interested, you can go to our website. It is called Connected Cities. It is a study we have done for the last 18 months, and I am more than happy to table the report. I think most of your members somewhere and various organisations would have received that.

The CHAIR — Yes.

Mr CHARLTON — We are concerned about the future of sustainable transport funding, what is happening with the changes in technology, the fuel excise and registration and what is happening around what we see as an opaque and unfair current taxing regime — it is effectively a regressive tax for those people who have older cars. Technology is going to change everything over the next 10 to 15 years, and we are concerned that there may not be a long-term sustainable funding source.

What we did is study to see how Australians understood the current system for funding transport infrastructure and what they would think around looking at a more transparent way of funding transport infrastructure. So we ran that process over about 18 months just as data points for people to use, because we are concerned about long-term congestion and funding for transport infrastructure.

The CHAIR — So if I was to put it in a simple way, is it really a kilometre-based, user-pays system? Was that part of the study?

Mr CHARLTON — We looked at a bunch of different ways you could consider it. You could look at kilometres, you could look at it on a trip basis, you could buy something like a phone plan. Again we are not specifying or putting forward any particular system, but what we are saying is the current system, as a regressive tax, is not sustainable.

If we look at how much the cities are going to grow in Australia and in the cities in which we operate, dealing with transport long term is a big issue and the funding system is not going to keep up with it. A lot of that information is there. Again, the CSIRO is saying that the real fuel excise tax is going to drop by 50 per cent over the next 20 years. I mean, you can see what is coming with electric cars and other things, so our concern is long-term congestion and how that could be managed.

The CHAIR — Okay. I note from the media release about the Melbourne road usage study that the full report is due in October 2016.

Mr CHARLTON — Yes, it was released.

The CHAIR — So that is the final report?

Mr CHARLTON — Yes.

The CHAIR — I am sorry; I thought that was the initial report that you were talking about.

Mr CHARLTON — Well, the initial report looks the same — the cover — but it is smaller. So this is just the final detail. I am happy to give that to you.

The CHAIR — Yes, that would be great. If you would not mind, that would be very good.

Mr CHARLTON — You can go to our website and have a look. I will not throw it at you. Shall I throw it at you?

The CHAIR — I am sure you can fling it over. That would be fine.

Mr CHARLTON — There you go. Sorry.

The CHAIR — I appreciate that, Mr Charlton. It is terribly kind of you, and I look forward to reading that particular report.

Mr ELASMAR — You spoke about community consultation. After the community consultation, were there any changes to the project design?

Mr CHARLTON — Yes. So we have already gone through 18 months, and again we will still go through the environmental assessment process. There is still a lot more consultation to be done. Through the process, as we have moved through it, we have learnt quite a few things from the community. Obviously some of the key things are getting as many trucks as we can off the road, including the placarded vehicles that could not use the tunnel, which has resulted in the Hyde Street ramps.

When we first looked at the Hyde Street ramps, with the last concept design, there was obviously concern about how much they might take of the Stony Creek Reserve as well as impact on the Donald McLean Reserve on the other side, so we pushed those in as close to the West Gate as we possibly could. At this point, I think, with the Donald McLean Reserve in the reference design, it is almost totally within the fenced road reserve, and at one point it is by just less than half a metre that it impacts that reserve.

Obviously the short tunnel was an option that was put forward in the concept design, and the reference design is a long tunnel, so we listened to the community. There is a lot of preference for the long tunnel, to preserve open space and to be able to put the ventilation outlets in the road reserve on one side and the industrial area on the other side. We have increased the bike and cycling paths, in particular the grade separation of the bike paths along Footscray Road because of the dangers of the truck movements. We have added the MacKenzie Road ramps, and we have added additional distribution capability to the north of the city, including making Wurundjeri Way a bypass, effectively, to the city. There are myriad things, but those are some of the main issues particularly in getting more trucks off the road and minimising impact on open space along the corridor.

Mr ELASMAR — Just about the noise, how can you manage that during construction and after the project is complete?

Mr CHARLTON — Sure. As I said, there will be 17 specialist studies done for the EES. One of them will obviously be into noise and vibration. Some relate to obviously the construction methodology — what they will have to manage in construction and then what happens thereafter. There are listening devices that are being put up. There are already some listening devices now — that is my understanding — but there will be listening devices put up prior to construction commencement. There will be obligations under the environmental approval process to maintain noise restrictions, vibration as well as dust and other things during the construction management process, but obviously the noise will be measured pre-and post-project, and then there will be a requirement post-project to obviously monitor and maintain the noise within the EES approvals. But as part of the process, there are significant increases to the noise walls, particularly along the West Gate, that are being proposed in the reference design.

Ms HARTLAND — I have got a number of questions, so I am happy to split them up a bit. You talked about consultation. I have been to a number of the consultations, and I think they are completely inadequate. They are some of the worst I have ever attended because there is this complete inability of Transurban to actually have meetings where everybody can sit down. You do this whole divide and rule routine with people. I

am not going to ask you to comment because we are just going to disagree on that, but having been to a number of them — —

Mr CHARLTON — I think if you raise the issue, I should have the ability to comment if that is okay.

Ms HARTLAND — Okay, fine.

Mr CHARLTON — I think, as we said before, best practice is not to have a giant town hall meeting. So the project goes all the way from the M80 and there are communities that are impacted by the M80 and beyond, all the way to the north of Melbourne and the communities that are impacted there. Best practice in community consultation would say to have a giant town hall meeting where everyone along that route who has very specific local issues and concerns comes to that one giant meeting that lasts for maybe 2 hours if it can — 2 or 3 hours — but they would not be able to ask detailed questions because they would only be able to ask one or two questions. They would get frustrated, then everyone would get frustrated about the event.

We have gone to the communities and dealt with each of their local issues. You can go to the website and deal with the whole issue. So what we are operating is best practice. I do think it is a bit disrespectful to all those people who have participated in the community consultation and the community liaison group to say that it is the worst process that you have seen, but we think it is best practice.

Ms HARTLAND — Well, having been one of those people who have attended a number of those, I think it is very poor practice — best practice by your industry standard possibly, but no, I do not believe it is best practice by community consultation standards.

Truck bans are obviously one of the big issues for local communities. Unless there is a truck ban on multiple residential streets in the inner west, this project is going to fail. The government has refused to actually say that there will be a truck ban. What is your opinion on the issue of truck bans?

Mr CHARLTON — Our initial proposal that we put forward — on those numbers that I was talking about with trucks and the benefits of the project — did not include any truck bans. If the government wants to do truck bans, that is purely an issue for the government, but our proposal did not require truck bans. That is purely an issue for the government and the local community. Our project does not require it, but if the government takes that action, then that is purely for them.

Ms HARTLAND — All right. You talk about the 6000 trucks that are going to come off the road, but you actually have not proved to that community as yet. I have actually requested documents through FOI about how you have done the modelling, which I have been refused. I have spent three days in VCAT fighting that. I am presuming I am not going to get those documents. Why is it that Transurban — and you cannot answer for the government — is not prepared to give that kind of basic information to the community? The community's faith in this project — unless you can actually prove it is going to take trucks off the road, there is no faith in the process.

Mr CHARLTON — Sure. Our modelling would be consistent with that number, the state's modelling of the business case is consistent with that number and when we get to the EES process, you will have a detailed specialist traffic modelling with all the methodology and all that detail. We are still finalising and going through the tender process on the reference design. You will get all that detail. It is just that it comes in the EES process.

Ms HARTLAND — You have made public statements that it will take 6000 trucks off the road if this project goes ahead, but you are not prepared to share those documents with me or the community to actually prove that that is the case.

Mr CHARLTON — When you get the final design and you go through the EES, you will get the assessment, you will get the methodology and you can see the numbers. Then it will be up to the community to respond to the EES.

Ms HARTLAND — But you have made public statements that it will take 6000 trucks off the road, but you are not prepared to prove it.

Mr CHARLTON — When you get the EES, you will be able to see the proof, and that is when the detailed traffic studies come out.

Ms HARTLAND — Would you agree that Federation Trail does not have to actually wait for the western distributor? It could be finished now for a cost of about \$1 million, and there have been plans to finish Federation Trail for a number of years, but it has lacked funding.

Mr CHARLTON — That is an issue for government. Federation Trail is part of the western distributor project, so I do not know when it could be completed or not completed. That is an issue for government.

Ms HARTLAND — But it is one of the things that you keep on saying, that the benefit of the western distributor is the Federation Trail.

Mr CHARLTON — It is part of the western distributor and it is a benefit.

Ms HARTLAND — We actually do not need the western distributor to be done for Federation Trail to be finished. Is that correct?

Mr CHARLTON — It is part of the western distributor and is a benefit. Whether the government wanted to do it outside the western distributor or not would be a question for the government. Right now it is part of the western distributor.

Ms HARTLAND — But it could be finished without the western distributor?

Mr CHARLTON — You would have to ask government that question.

Ms HARTLAND — You have stated before that the project construction will start at the end of next year. Did I hear that right?

Mr CHARLTON — That is the current plan, yes.

Ms HARTLAND — All right. It is that issue about your saying that this project will start. We have not gone through the EES, but you are saying everything is fine and no matter what the community says this project will go ahead.

Mr CHARLTON — No, we are confident that we can get through the EES process, address the community concerns, fit within the functionality of the project and deliver the project that the community accepts and wants and deliver that by the end of next year. If the environmental assessment comes out and says the project cannot go forward for whatever reason, then the project will not proceed.

Ms HARTLAND — So with the B-doubles that are going to be banned from the West Gate from 1 November and that will end up on residential streets, what futureproofing do you have in this project to make sure that it does not happen, because when you consider the Bolte Bridge is only 17 years old and we are now saying the West Gate cannot handle these, what futureproofing are you going to do to make sure these vehicles do not end up on residential streets?

Mr CHARLTON — Again the western distributor will take a lot of these trucks off and be a huge benefit to them, so the strengthening that we are doing to the West Gate Freeway and to the western distributor should be able to take the big vehicles. It is not a matter of whether they are B-doubles or not; it is obviously a matter of the weight. You are right that when the Bolte Bridge was built it was restricted to about 68 tons. We have already strengthened the southern link to 78 tons. We have been in discussion with VicRoads over the last few years about whether we can strengthen the Bolte and parts of CityLink so that we can make the major arterial routes highly productive routes. So, yes, we are planning for heavier vehicles in the future to minimise the number of vehicles.

Ms HARTLAND — There is a group of residents on the corner of Hyde and Francis streets, who I have been in contact with — and I know the government has and I understand Transurban has been too — who want their properties to be acquired because they feel like they are in a pretty diabolical situation now, and if this project goes ahead, their situation is just going to be so much worse, especially in terms of the fact that they have got contamination at the back of Francis and Hyde streets — and the Mobil tank farm, so it is not just this project. What assistance do you believe you can give to those residents?

Mr CHARLTON — Obviously we want to deal with any of the concerns of any of the residents, but first of all we have been very proud that we have been able to put in this big piece of infrastructure without having to acquire any residential homes, which I have never seen done before. So we do not have to acquire any residential homes. Hyde Street is already designated as a high-capacity, high truck route, as it is said, so the alternative is those trucks are on Hyde Street or those trucks are on Francis Street and Somerville Road without the western distributor, because that is where the placarded vehicles are going. We think it is an increase, and this will come out in the EES. I imagine we think it is an increase of somewhere around 5 per cent on Hyde Street. But because the project does not require it, it is an issue for the state to deal with, and I understand VicRoads has a hardship or a certain policy that people can go through at VicRoads. But it is not required by the project and so for us then it becomes a matter for the state, VicRoads and the people in those homes.

Ms HARTLAND — One of the issues that has come up in meetings I have attended in Spotswood is around air monitoring. This is a particular concern right throughout the inner west, mainly because the EPA's current air monitoring is completely inadequate. What kind of air monitoring, especially for fine particulates, do you believe will be required during and after the project?

Mr CHARLTON — Sure. So they are doing air monitoring now, they will be doing more air monitoring during construction and air monitoring obviously in doing operations. The exact components of the air monitoring I would have to go back to the technical team on. There are a whole series of brochures that you can get on our website, and one of them is about air quality and monitoring. It probably specifies the particulates down to whatever microgram or micron that they are looking at. All I can say is both CityLink tunnels ventilation and EastLink ventilation have been operating well inside their EPA requirements, and this is nothing new in operating ventilation in roads around the world. We have taken the trucks off the street, providing better access and lower grades. It is forecast to decrease the amount of emissions that would be done in the alternative.

Ms HARTLAND — Well, that is if the trucks do come off the road, and that is what you have not proved at this stage because you are not prepared to share any of that information. That is all for the moment. I will have some more questions in a minute but other people may have some.

Mr LEANE — Thank you, Mr Charlton, for assisting our committee tonight. Just to follow up on Ms Hartland's question around consultation, I am not too sure if anyone is too keen on town hall meetings where they can get hijacked by someone who does not even live in the area, and I do not think it is very productive. In the consultation that you have described, I am sure there are many individuals with concerns that may be particular to their business or residence. How does that ongoing consultation go? If someone turns up to one of the public consultations and says, 'I've got this particular issue; I live here', how does that progress?

Mr CHARLTON — There are multiple ways to do that. There are still pop-up stalls and meetings that can be attended. You can access the website with all the information and ask questions of the project group or, again with the space cube or other things, you can come to the other different sites to have a chat with the different people. If you want, we can arrange additional meetings if that is required on specific issues, which we can still continue to do.

There is a community liaison group that represents most of the particular issues along the whole alignment that has people from Spotswood, Yarraville, RACV, the bicycling network and all these interested stakeholder parties who attend monthly meetings to get information on the project which they then take back to their various groups and then we get feedback from them as well. So there is a whole myriad of information, and if any of the committee members are talking to people who feel that they would like more consultation or more information, then the best place for them to go to is probably the website, and we can make that available — and the phone number.

But for us, we started this in April last year. There have already been 18 months of consultation and we still have not even gone through the EES process, so this process has probably had more input than any major infrastructure project that I have seen done in my 25-year career here in Australia.

Mr LEANE — Just to touch on one aspect of your answer, getting back to the individual resident or business, if those particular individuals want to have extra meetings, extra advice, that can be made available?

Mr CHARLTON — Sure; happy to do that.

Mr LEANE — Then their issue can be considered?

Mr CHARLTON — Absolutely. It can be raised, and we will try as best we can to address that, as we have done in the reference design, again looking at a holistic outcome. Not everyone is always going to agree on the exact outcome; we are trying to get the community as a whole and we are trying to deliver a holistic outcome.

Mr LEANE — If the environment effects statement and other things that enable the project to go ahead and start in, in the slide that you put up, maybe at the end of next year — —

Mr CHARLTON — That is currently based on the timetable for finalising the tender process, getting all the information reports for the EES, which we expect to release hopefully in the first quarter of next year. That is currently the timetable. But if the process throws up something different, then it might be delayed. Right now where it is headed, and then the tenderers submit their design submissions I think in a week and the financial submissions in a few weeks, and we are getting very good feedback from our tenderers, at this point it looks like the end of next year.

Mr LEANE — On that schedule, what would be the completion date?

Mr CHARLTON — It depends on the tenderers. They have different designs, but based on the reference case and the government's business case, around 2022.

Mr LEANE — And the Monash widening?

Mr CHARLTON — The Monash widening will be finished from mid-2018.

Mr LEANE — You mentioned that people will be tendering for the project and the forecast that you have put in your presentation was around 5600 jobs being created during the construction. Will there be an onus on the successful tenderer out of part of that workforce for there to be apprentices?

Mr CHARLTON — I believe there is a program around apprentices. There is also a program around local content, which is about 90 per cent local content. So one of the criteria will be additional community benefits and things that the contractor will do. One of the assessment criteria is what they are doing around things like apprentices, training practices and other things, so there is a functional requirement for all the tenderers, which is the minimum they achieve, and hopefully they will exceed that and that will be part of the tender evaluation.

Mr FINN — Mr Charlton, welcome back.

Mr CHARLTON — Good evening. How are you going?

Mr FINN — Good. Very well indeed. I am sure you will have noted last week there was a story that came out of Canberra from the commonwealth Department of Infrastructure and Regional Development that basically said the western distributor is not worthy of the support of the commonwealth government because it will not make much impact on the traffic congestion problems that we have in Melbourne; in fact it might even make them worse. What is your reaction to that commentary?

Mr CHARLTON — First of all I think the quote is completely wrong. If you go and look at Mike Mrdak's quote, which I assume you are talking to, it was something quite different.

Mr FINN — I am paraphrasing, granted.

Mr CHARLTON — Yes, you are greatly paraphrasing. The word 'congestion' was not in there, and the words 'make things worse' were not in there — greatly paraphrasing; that is okay. I get your question. If you go back to the way we work, the process is — and we have to follow the government's process — we submit under the market proposals. We submit the proposal. The government decides if it is unique, and the government decides if it is value for money. In this case the government actually went out and did their own business case, which is available to judge our submission versus their assumption of value for money. The government has the information. They are our client. They are the ones that we have to deal with. So I do not know what information that department has, nor do I know what information Infrastructure Australia has. It is hard for me to comment because I have no idea what he is judging it on because I have no idea what information he has, and that is really between the state and federal governments.

Mr FINN — Do you have any traffic modelling which would indicate to you or to anybody else that in fact he is wrong?

Mr CHARLTON — Absolutely. If you look at the benefits of the project, we are saying that we are going to reduce crashes, we are going to increase the productivity by \$11 billion compared to the do-nothing case and we are taking 6000 vehicles from the inner west. I can keep going back to all the benefits — —

Mr FINN — Is that public modelling?

Mr CHARLTON — That is information that the state has. We have given a summary of that information. As I said, it will be in the EES process, but the state has that information, and they have judged it to be value for money.

Mr FINN — Again I do not want to take up where Ms Hartland was, but we have a situation where Canberra is saying one thing and you are saying the other but we have nothing actually to throw back at Canberra, as it were, in terms of their argument or to prove that they are wrong.

Mr CHARLTON — As I said, anything between Canberra and the state is between Canberra and the state. I do not know what the state has provided to Canberra, so I do not know what he is making those statements on.

Mr FINN — So you believe that the statements that have been made are in fact based on information provided by the state government.

Mr CHARLTON — I have no idea what he made the statement on, because I do not know what he has been given or not been given. I have no idea in what context he is making the statement. Is he making it in the context that there will be more traffic in 50 or 100 years? I have no idea in what context he is making that statement.

Mr FINN — What happens to this project if there is no federal funding?

Mr CHARLTON — There is no federal funding now. It is fully funded between the state and Transurban.

Mr FINN — Okay; fine. We have got that sorted out. The tolling concession on CityLink, how far down the track have you gotten with the government on that in terms of discussions and arrangements?

Mr CHARLTON — That is part of the commercial discussions. That has all been public. That is one of the options in the proposal. The exact concession term, whether it is 10 or 12 years, those are the things that have been talked about. But it is still in commercial discussions. When it is finalised, that will all be made public. The concession will be made public just like the current CityLink concession is public as well.

Mr FINN — When do you think a final decision will be made on that?

Mr CHARLTON — I do not know when the final discussions will be resolved. It will be sometime next year.

Mr FINN — How do you justify extending the term of the tolls on the Tullamarine section of CityLink?

Mr CHARLTON — I think I have said before — we have obviously been down this road a few times — that 100 cent of people on CityLink are affected when the West Gate Freeway has a problem. When the West Gate Freeway gets backed up, which is rather regularly, or there is an issue around congestion, that affects the Bolte Bridge, that then affects the Tullamarine, that then affects the tunnels in the Domain. Effectively you cannot look at the M80, CityLink, the West Gate and the Monash as separate, discrete assets. They operate as a network, and they are impacted by each other. There are benefits to the network, and CityLink customers will benefit by that addition as well.

Mr FINN — There is some suggestion that the western distributor might actually make traffic on the Tulla worse.

Mr CHARLTON — I do not think that is a suggestion I have seen in the press. I do not agree with the Tulla. I think the suggestion has been some to the north of the CBD and Melbourne, not the Tulla. The issue with the CBD to the north is that we are taking the traffic that is trying to move through the city from the south,

and we are directing it around, trying to get it where it wants to go to the north of the city, and we are trying to distribute that as best we can by actually taking kilometres out of the city. We do not see issues with the Tulla.

Mr FINN — On a slightly different note, what do you think of Infrastructure Victoria's proposal for network-wide tolls? Is that something that Transurban gets excited about?

Mr CHARLTON — I think if you go to our user study, it is not a network toll. I am not sure what Michel and Infrastructure Victoria were talking about there. I am not sure about network-wide tolls. Are you talking about cordon charging? Are you talking about user pays or — —

Mr FINN — From memory they were actually talking about putting tolls on existing roads to pay for other roads that were needed.

Mr CHARLTON — Yes, there are a bunch of different issues there. One is that we are proponents that governments should look at the current components of funding for transport infrastructure because, again, I go back to the fact that it is opaque, it is unfair and it is unsustainable. Then, how do you pay for transport in the future? Is it user pays, so instead of paying through registration, fuel excise, stamp duty and other things, you actually pay more in line with what you use? Do you call that a toll, or do you just call that a usage fee? I think that is what you are referring to in Infrastructure Victoria. Long term we think that is something that the government should explore so it becomes a more fair and equitable system.

Mr FINN — If the government, long term, did explore it and decided that was the way to go, would Transurban then be in a position to change its tolling system to let us, say, take advantage of that change, from your perspective?

Mr CHARLTON — That is a purely theoretical discussion.

Mr FINN — It is totally theoretical, but I am interested to know if indeed you would be capable of doing that.

Mr CHARLTON — At this point we are not capable of doing it. No-one has the technology to be able to do it at this point.

Mr LEANE — It has got nothing to do with the western distributor.

Mr FINN — It could well have a lot to do with it. You know the roads are all connected, Shaun.

Mr CHARLTON — They are all connected.

Mr FINN — Whatever happens on the Tullamarine happens on the West Gate and all that sort of thing.

Mr LEANE — I suppose you will be disappointed by Mr Charlton's answer that no-one has the technology to toll all the roads. I suppose that might be disappointing for you.

Mr FINN — It is early days.

Mr CHARLTON — It is coming, though. You need a 5G network, and it is not tolling, but you need a 5G network, you need technology developed and you need other things to happen. But all we are suggesting is that the government looks at how they fund their transport long term from a sustainable system, because the issue is that if you look at the population growth in our cities, particularly on the east coast of Australia, transport — and we are talking about not just road transport but all forms of transport — are going to be a major issue with the growth of our cities.

Mr LEANE — To clarify the comment that Mr Finn mentioned in terms of a federal colleague of his saying that this project will not alleviate congestion, if you give me licence, because I was not on this committee last time you appeared, what does the actual western distributor entail in terms of making roads bigger and diverting traffic into the port?

Mr CHARLTON — Sure. The western distributor is mostly about freight. It is trying to make freight more efficient and get the trucks out of the inner west and deliver them to the port. The West Gate will be widened obviously substantially and make a better trip in from Geelong or from the west.

Mr LEANE — Can I ask what ‘substantially’ means?

Mr CHARLTON — We are going from its different parts. I will show you the map. One thing I should point out, obviously, are the 8 lanes going to 12 lanes, but the other thing we have done, if you look at the reference design, is that it not only has an increase from 8 lanes to 12 lanes. The three main lanes in the middle are actually express lanes, so if you get on at, effectively, the M80, they are express lanes that take you all the way across the West Gate Bridge, and then you can decide whether you want to go north or south. It will also stop a lot of the friction that currently occurs. The outside three lanes on either side will be used as distribution lanes that will enable people to get on and off. They can also get onto the West Gate, but again it comes back to those casualty crash issues. It makes it a much safer trip. It stops a lot of the friction and a lot of the weaves from occurring.

Mr LEANE — So it is eight lanes on the bridge.

Mr CHARLTON — It is 8 lanes on the West Gate Freeway now; that will go to 12 lanes. But it is 10 lanes on the bridge now.

Mr LEANE — There are three express lanes. Can you actually explain that further? How will that work?

Mr CHARLTON — Effectively you make a decision at the M80 where the M80 and the West Gate Freeway merge. You can make the decision to go directly to the south-east suburbs or the city via the West Gate. Effectively once you are in that lane, that is it. Then you go over the West Gate and out to the south-east or you go into the city, or you can choose to get any of the exits along the West Gate Freeway and also get onto the western distributor, or when you pick up the different roads along the way as well you can then choose to go over the West Gate. So it allows the people to still choose the West Gate.

I will tell you what, we have got a lot of graphics. I am going to give you the detail of the graphics. What it does is stop the friction and a lot of the weaves that happen. That is what tends to happen with traffic and the reason you have so many accidents, particularly with the trucks having to move around, particularly when they come off the M80. It stops a lot of the weaves, it stops a lot of the friction and it results in a better safety aspect. Then the western distributor tunnel is line marked for two lanes. It is capable of running three, and as a redundancy for the West Gate Bridge we will be able to switch very quickly to run it as three lanes in case there is a major incident or an incident on the West Gate Bridge to alleviate the pressure on the West Gate Bridge.

Mr LEANE — If you could send me some of those detailed drawings — I am just trying to get my head around how anyone could say that going from 8 lanes to 12 and distributing into the dock, as you said, cannot alleviate the current congestion, but it might help me if you do that.

Mr CHARLTON — We are adding 50 per cent capacity to the West Gate Freeway, and because it is six lanes on the western distributor we are adding more than 50 per cent capacity compared to the West Gate Bridge.

Mr LEANE — And the Monash, as we speak.

Mr CHARLTON — And the Monash as well.

Mr FINN — I am interested, Mr Charlton, in your comment there about widening the West Gate Bridge.

Mr CHARLTON — No, widening the West Gate Freeway, not the bridge.

Mr FINN — The freeway. Okay, fair enough. But that will undoubtedly cause, I would assume, bottleneck problems with the bridge. Will that be the case?

Mr CHARLTON — No. The bridge will still have the same amount of lanes it has now, but you will have the Hyde Street ramps and two lanes into the western distributor to take the traffic, so there will be less traffic going over the West Gate Bridge than there is now, because effectively — —

Mr FINN — But what if the people choose not to pay the tolls and go over the West Gate, which I assume a lot of people will do?

Mr CHARLTON — A substantial amount of the traffic will still go over the West Gate Bridge, which is 200 000 vehicles a day, and we are saying approximately 70 000 or 80 000 vehicles a day by 2031 will be using the western distributor, but still a substantial amount of people going to the north. So cars will pay a \$3 toll, roughly, in today's dollars, which is roughly the same as the Bolte Bridge toll. Those people who want to go north would have to pay the same toll whether they went on the western distributor or they went over the West Gate and they used Bolte Bridge, so they are always going to choose to go through the western distributor because they get a shorter journey and the toll is the same. We are quite comfortable, again, that it is going to take a lot of pressure off the West Gate Bridge.

Mr FINN — What about those people, and there would be a great number of them from Williamstown, I suppose, right down to Werribee, Point Cook and beyond — Geelong, for that matter — who do not want to go over the Bolte but just want to continue either to the south-eastern suburbs or to the city itself?

Mr CHARLTON — They will still be able to do that.

Mr FINN — Yes, they will be able to do that, but they would use the West Gate Bridge instead of the western distributor, I would have thought.

Mr CHARLTON — Sure. But those people that were going north are going to use the western distributor, so therefore it alleviates. Those people who were going north will be using the western distributor, so it alleviates pressure both on the West Gate Bridge and the Bolte Bridge.

Mr FINN — But wouldn't those people who are going north get onto the Western Ring Road and around to the Tulla?

Mr CHARLTON — These are people who are going to the north of the city to all the employment districts — Melbourne uni — in the north of the city.

Mr FINN — Would you not think, though, that the number of people coming from the west, which is a booming area — and given the fact that there are more lanes on the West Gate Freeway — would cause some sort of bottleneck problems on the bridge then?

Mr CHARLTON — No, because we are adding four lanes to the West Gate Freeway, and effectively we are adding six lanes into the western distributor and we are taking 6000 trucks off, so when you take the 6000 trucks off and you take the cars off, it will relieve a lot of pressure off the West Gate Bridge.

Mr FINN — So that is a part of the — —

Mr CHARLTON — We are adding more lanes to the river crossings than we are adding to the West Gate Freeway.

Mr FINN — And this is all a part of the modelling that you have done, no doubt.

Mr CHARLTON — Yes.

Mr FINN — And we will see that, as they say in *Yes, Prime Minister* —

Mr CHARLTON — In due course.

Mr FINN — in the fullness of time.

Mr CHARLTON — We will see it in what has normally always been the process — that you get the detailed traffic modelling during the environmental approval process, yes.

Ms HARTLAND — Back to the issue about the 6000 trucks off the road, there are 21 000 truck movements a day through the City of Maribyrnong, so are we saying that only 6000 of those trucks have a destination to or from the port?

Mr CHARLTON — They are not necessarily all going to the port; some of them could be going north. We are saying that approximately 50 per cent to 75 per cent of the trucks basically off Francis Street and Somerville Road will use the western distributor because now these freight forwarders can do trips in 50 per cent of the

time, so even paying the toll they are much better off economically because they can make so many more trips so much quicker using the western distributor if they are going to the port or even if they are going north, so there will be 50 per cent to 75 per cent of the trucks off Francis Street and Somerville Road and all in all about 28 per cent or 30 per cent of the total trucks in the inner west on the western distributor. But once you start going further and further and further north and the inner west and you get way up north, you are going to have less of an impact than you do on Francis Street and Somerville Road — they are on the south — but a huge impact on those streets.

Ms HARTLAND — So there are about 7000 truck movements a day on Francis Street. When we talk about those 6000 trucks — and because we do not have the modelling — do you know what their origins are? So how many trucks do you think it would actually take off Francis Street per day?

Mr CHARLTON — We are saying that between Somerville Road and Francis Street — the two roads combined, because trucks are not always that sensitive, as in ‘I’ll only use Francis Street’ or ‘I’ll only use Somerville Road’ — 50 to 75 per cent of the trucks that use that route will be removed from those roads.

Ms HARTLAND — So what effect do you think this project is going to have for the trucks that simply will not pay the toll? Unless we have a truck ban, they will not be required to. Those trucks are going to continue on Francis Street, Somerville Road, Barkly Street, Moore Street et cetera, so with only 6000 of the 21 000 truck movements out of the city a day — and we have not actually got a guarantee that that will happen unless there is a truck ban — without a truck ban, are you still confident that you would get 6000?

Mr CHARLTON — These numbers are without truck bans. If there was a truck ban, there would clearly be more.

Ms HARTLAND — How many more do you think?

Mr CHARLTON — It depends on what the truck ban would be — timing and all of these kinds of things — and we would have to look at the modelling. But again, our proposal does not require a truck ban. If the government wants to do a truck ban, then we are happy to look at it, so it is an issue for government.

Ms HARTLAND — But obviously it will also be a financial issue, because then you would have a whole lot more trucks paying the toll. So can this project cope with more than 6000 trucks a day? What is the upper limit of how many trucks it could take off those streets per day?

Mr CHARLTON — The tunnel is capable of having three lanes and in theory around 2000 vehicles per lane per hour — three lanes, so that is 6000 vehicles per hour — so it is a whole lot more trucks than are in the inner west.

Ms HARTLAND — So if there was a truck ban, could the government eliminate the 21 000 truck movements that are occurring? And these are mainly containers; I am not talking about the local delivery truck or the truck that is going to Coles or whatever. We are talking about containers.

Mr CHARLTON — There are a fair few trucks obviously making deliveries and doing things in that immediate area, and again all I can say is that a truck ban is an issue for the state. Our proposal does not require truck bans.

Ms HARTLAND — But have you done any kind of work on the issue of how many container trucks would actually use the project? Because they are the main problem rather than local delivery trucks.

Mr CHARLTON — A large number of the container trucks would use the project, because again for those people who are doing shuttles between breakdown areas and the port, it is incredibly economical for them to be able to do twice as many trips using the western distributor than if they were to use local roads. That is why we do not require the truck ban, because the economic incentive to use the road is very strong for freight.

Ms HARTLAND — In terms of tolls, because there have been a number of figures bandied around about what trucks will pay, have you actually set a toll?

Mr CHARLTON — It is roughly around \$13, which is very similar to the same distance on CityLink, but again the final arrangements — the commercial arrangements — will be done with the state. I would expect that it would be roughly around \$13.

Ms HARTLAND — So will there be a daily limit for trucks that are making multiple trips?

Mr CHARLTON — One of the things we talked about was, ‘Could we do an incentive that after you have done a certain amount of trips, you get a discount on doing more trips?’. That was one of the things we put forward in the proposal. The final outcome will be up to the state — what it wants to accept.

Ms HARTLAND — Do you believe that trucks will actually pay the toll? Because this is a real concern in the community —

Mr CHARLTON — Absolutely.

Ms HARTLAND — that without the truck ban the operators will not pay the toll.

Mr CHARLTON — You only have to look at the Victorian Transport Association or the various trucking associations that are supporting the project, which includes the toll, to the benefit of their members. Where we have done these projects before, whether it is NorthConnex in Sydney or the M7, and particularly when we provide freight benefits, it is about the economics of them saving time and the less wear and tear on their trucks. Again, we are trying to design it so that we have minimum inclines to keep noise down and to keep emissions down, and so we have a minimal impact on the communities. But they can do faster trips — the economics for them. The worst thing for a truck is to have to go through the inner west and do all those stops; it is not very economical for them.

Ms HARTLAND — So with placarded loads, have you included those in the 6000?

Mr CHARLTON — We have on the Hyde Street side, yes.

Ms HARTLAND — So how many placarded loads would you expect a day?

Mr CHARLTON — It is not all placarded loads, but we think about 1000 trucks a day — 500 in each direction — will use the Hyde Street ramps. I cannot give you the exact number. It is not all 500. There are not a whole lot of them, but it is obviously very important to keep them out of the residential streets as best we can. But we are forecasting roughly, of the 6000 that come off the West Gate, about 1000 — 500 either side — use the ramp.

Ms HARTLAND — Because you have obviously got a number of fuel depots in that area, such as Mobil and Caltex, and those trucks are obviously on residential streets now, and Mobil is about 10 metres from the nearest residential area, so it would be good to have an understanding, because that was one of the things that really surprised me at the start of the project. Suddenly there seemed to be a realisation that there were these placarded loads, yet with the number of fuel depots — —

Mr CHARLTON — So with the original proposal that we offered to the government, one of the options we gave to the government was to waive tolls for placarded vehicles on Bolte so they could actually come all the way around. Now, that is not very economic for them, but we suggested waiving the tolls so they did not have to go through residential areas, but again the feedback from the community, from VicRoads was, ‘No, we should try to see if we can use Hyde Street’, so we have done everything we can to minimise the impact but get them onto Hyde Street so they do not have to go around and obviously do not have to go through the residential streets.

Ms HARTLAND — When the EES happens, will there be full, transparent disclosure of all of the traffic modelling?

Mr CHARLTON — Usually there is, on my understanding of the methodology and all the numbers. Now, whether they give you the 10 000 sort of spreadsheets that go behind the modelling, I doubt it, but I imagine it will give all the impacts, because that is what the EES has to do. If you look at the EES we have done for NorthConnex or other projects, it is quite a weighty and detailed document.

Ms HARTLAND — That is the thing that concerns me, because we actually want to understand how and what the methodology is, so we do need those background documents. How reassured can we be that we will actually get the modelling that explains how you came to that figure?

Mr CHARLTON — Usually included in the modelling is the methodology around what the economics are, the time savings and propensity to pay. All those things are normally part of the modelling. Every EES I have seen has that detail, so I assume it is going to be there, but that is an independent process, not run by Transurban.

Mr LEANE — You mentioned in your presentation around a community liaison group. Can you expand on how that was set up and all of that, and how does that work going forward?

Mr CHARLTON — I cannot remember everyone's name, but obviously they meet once a month. There was a process run where the government went out to the community and wanted to, obviously, further engage the community and picked some of these main players in the groups, again to provide feedback to us in the project and in the state as well as to be able to take information back to their various groups, and this group is continuing to meet.

Just some of the membership: Jim Williamson is the chair, but you have got — hopefully these guys are all public, so that is fine — Brett Boere from Brooklyn; Craig Williams from Seddon; Jessica Christiansen-Franks from Footscray, who is an urban designer and landscape architect; Margaret O'Loughlin from Yarraville, who is on the Yarraville Community Centre; Dwayne Singleton from Altona; Scott Ellerton from Concerned Locals of Yarraville; Simon Birch from Spotswood, a mechanical engineer involved in infrastructure projects; Michael Ingram from Kensington and north and west Melbourne; Steve Wilson from Friends of Stony Creek; Philip Dearman from the Maribyrnong Truck Action Group; and Christine Harris from Spotswood South Kingsville Residents Group. We also have Maribyrnong, Melbourne, Brimbank and Hobsons Bay councils, LeadWest, the RACV and the Victorian Transport Association as members.

That is the community liaison group. They provide us with feedback, and we provide them with information to take back to their various members, and they meet once a month.

Mr LEANE — So how far into the future do you see that particular group operating?

Mr CHARLTON — We see them operating at least until the project is finalised, and usually with our projects we have a community liaison group that goes through the construction period as well. Whether it is the same group, or whether the same group wants to do it, I am not sure. I mean, these people have volunteered their personal time. They are not getting paid to do this. They volunteer their personal time. Now, whether they want to do that for such a long period of time, we normally have a community liaison group through the construction period as well to manage construction issues.

Mr LEANE — So the construction community liaison group may change its nature a little bit as far as it is pretty eager to have people that may be residents or businesses, as I said before, that might be close to the construction and may have some effect during the — —

Mr CHARLTON — Absolutely. There are lots of ways, and obviously the group will have lots of requirements under the EES on how they manage construction, but we have found in the past that these kinds of liaison groups, particularly during construction to deal with some of the local issues, are a good way to help manage the issues through the community. Again, trying to have a positive relationship with the community is best for all the stakeholders. It helps the construction companies, it helps the community and it helps to get a better project.

Ms HARTLAND — I meet with a number of these people quite regularly, and they do raise a number of concerns with me about the lack of information especially about things such as air monitoring. It may be really good for us to write to members of that committee to actually see how they feel about it, or ask some of them to come along and speak to us.

The CHAIR — Good idea.

Mr CHARLTON — Happy to do that. There are a whole set of documents on all the specialist issues around air quality studies — all of that stuff. I do not know if you have seen that material or not.

Ms HARTLAND — Yes, I have.

Mr CHARLTON — That is all available on the website. I am happy to give you this copy. I know last time you asked about the consultation report, which was issued since we last met.

The CHAIR — Yes, I was going to ask about that one. That would be great.

Mr CHARLTON — I will not throw it at you this time.

The CHAIR — It might be a little uncouth too; I was probably a bit out of line. Thank you, Mr Charlton. I certainly do appreciate you taking the time to provide some evidence to our committee. You will be provided with a transcript of the evidence for proofreading, and it will ultimately make its way onto the committee's website. Once again thank you for your time this evening.

Mr CHARLTON — Great. Thank you.

Witness withdrew.