

SQ01 MAINTENANCE

What is the total maintenance budget for the Sydney Trains Network from 2020-2021?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ02 MAINTENANCE

What is the total maintenance budget for the NSW Trains Network from 2020-2021?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ03 MAINTENANCE

What is the total maintenance budget for the Sydney Ferry Network from 2020-2021?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ04 MAINTENANCE

What is the total maintenance budget for STA buses from 2020-2021?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ05 MAINTENANCE

What is the total maintenance budget for the Sydney Metro Network from 2020-2021?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ06 MAINTENANCE

What is the total maintenance budget for the Sydney and Newcastle Light Rail Networks from 2020 - 2021?

ANSWER

I am advised:

The CBD and South East Light Rail and Inner West Light Rail maintenance forms part of the broader service contract payments made by TfNSW to the operator, which includes maintenance obligations on meeting the assets' design life and customer expectations.

SQ07 POST COVID ACTIVE TRANSPORT

How many passengers does Transport for NSW anticipate will use the transport network across Greater Sydney over the coming months?

- (a) Does Transport for NSW have plans to promote forms of active transport including walking and riding to ease capacity constraints across the network as people return to work in greater numbers?
- (b) Will there be more pop up cycleways?
- (c) Will public land be set aside for temporary car-parks as was the case in 2020?
- (d) What are measures Transport for NSW has implemented recently to increase the amount of commuters who ride or walk as we emerge from lockdown?

ANSWER

I am advised:

The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling.

Transport for NSW uses data from a variety of sources to monitor the rates of riding, including bicycle counters and big data. Research undertaken by Transport for NSW has seen consistent increases in people considering and choosing to ride in Greater Sydney.

Transport for NSW continues to fund local councils through the Walking and Cycling Annual Grants Program. While there is no current plan to specifically fund further pop-up cycle ways, Transport for NSW is working with local councils to make key temporary pop-up cycleways permanent, subject to community consultation.

Between 25 May 2020 and 1 April 2021 at Moore Park there was a temporary car park. There are no current plans for further temporary car parks.

SQ08 POST COVID ACTIVE TRANSPORT

Why were the 2021 – 2022 Walking and Cycling Program grants cancelled?

ANSWER

I am advised:

The delay in the State budget in 2020, caused by COVID-19, impacted the launch of the grants applications and delivery of projects for the 2021-22 financial year. As a result, the NSW Government instead focused on the continued roll out of pop-up cycleways and the converting of temporary cycleways into more permanent arrangements.

SQ09 POST COVID ACTIVE TRANSPORT

Does the Government still support the use of the Principal Bike Network?

(a) How much has the Government spent on developing the PBN so far?

(b) Does the Department have advice as to why the implementation of the PBN has not been progressed?

(c) If the Government is not using the PBN to plan the rollout of cycling infrastructure then how is the delivery of such infrastructure being planned by the Department?

ANSWER

I am advised:

Transport for NSW is committed to creating a connected cycleway network for Greater Sydney as set out in the Future Transport 2056 Strategy.

Active Transport within Transport for NSW is focused on planning and delivery of the connected cycleway network vision, with the initial step being the staged implementation plans for strategic cycleway corridors that serve Greater Sydney.

This program of work builds on the foundation set within Future Transport 2056 as well as the learnings taken in 2020 from the building of numerous pop-up cycleways in Sydney during the COVID-19 pandemic.

As part of the program, Active Transport will engage and work with local councils to better understand their cycleway priorities and ensure there is alignment of connections to the planned strategic corridors.

SQ10 POST COVID ACTIVE TRANSPORT

What is the total amount spent on active transport infrastructure in the most recent budget?

(a) How much of that is already accounted for in the budgets of existing major infrastructure projects?

(b) How does that compare to the spend on active transport infrastructure in the 2020 budget?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 1 in Transport and Roads Budget Estimates September 2021.

SQ11 TfNSW CORPORATE REVIEW

Will the Transport Secretary sit down with Unions and negotiate conditions for former Sydney Trains and NSW Trains employees now employed at TfNSW affected by the Corporate Functions/Property and Commercial Services Reviews?

ANSWER

I am advised:

The objectives of the Corporate Functions Review (CFR) program has been to provide an integrated service delivery model for corporate functions by, delivering

process and service efficiencies, and embedding a consistent approach and ways of working across Transport for NSW.

The Property and Commercial Services function that moved to Transport for NSW, continues to undertake the same functions as it did prior to moving and sits separate to the Corporate Functions Review. The design of an integrated service delivery model for Transport for NSW's corporate functions, regardless of the mode of transport they support, aligns with the broader organisational design of Transport for NSW.

There are no transferring employees. The relevant employees of Sydney Trains and NSW Trains have been offered employment by the Transport Service of New South Wales to perform work within Transport for NSW, and fall under the Transport for New South Wales and Sydney Metro Salaries and Conditions of Employment Award 2021.

Accordingly, sections 66 and 67 of the *Transport Administration Act 1988* are not being relied upon and any requirements in those sections are therefore not applicable to this situation.

One of the key CFR reform principles adopted was to ensure that the application of employment conditions be as consistent as possible across the agency, that is having employees who perform the same role alongside each other on the same or substantially similar terms and conditions.

An offer and accept process was used where Rail entity employees were given a choice to accept an offer from Transport for NSW to work under the Transport for NSW Award conditions or to remain with their current employer and be considered for other roles (both internal and external). The large majority of staff who were offered roles, have accepted and many Rail employees have since applied and won new roles with Transport under the Transport for NSW Award.

Unions have been engaged and consulted with throughout the process including the design of the program well before any staff impacts were known.

Details of redundancies are published annually in Transport for NSW Annual Reports.

Transport for NSW does not have any further major restructures with respect to Corporate Functions and Property and Commercial Services planned.

SQ12 TfNSW CORPORATE REVIEW

Why isn't the Transport Minister/Secretary supporting essential transport workers by ensuring that they are able to perform their roles across different transport agencies without loss of conditions?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 11.

SQ13 TfNSW CORPORATE REVIEW

What is the cost to NSW Taxpayers of retention, redeployment and redundancy benefits for those Sydney Trains and NSW Trains employees affected by the Corporate Functions/Property and Commercial Services Reviews?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 11.

SQ14 TfNSW CORPORATE REVIEW

How can the Transport Minister/Secretary justify these expenses in the middle of a Global Pandemic which is costing the economy billions of dollars?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 11.

SQ15 TfNSW CORPORATE REVIEW

Can the Transport Secretary rule out further restructuring and job losses in TfNSW with respect to corporate functions and property and commercial services?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 11.

SQ16 TfNSW CORPORATE REVIEW

Can the Transport Minister rule out privatisation of some or all of the Sydney Trains and/or NSW Trains rail network?

ANSWER

I am advised:

There are no plans regarding privatisation for some or all of the Sydney Trains or NSW Trains Rail Network.

SQ17 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

Can Transport confirm the amount paid in damages to former Forensic Investigator Thomas Wood after he successfully filed against TfNSW for unfair dismissal in the Supreme Court of NSW?

ANSWER

I am advised:

The amount of damages awarded by the Court is contained within the judgment handed down by the Supreme Court. Transport for NSW is considering the decision of the Court.

SQ18 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

What was the act committed by Mr Wood considered to be 'Serious and wilful misconduct' by TfNSW?

ANSWER

I am advised:

As Transport for NSW is currently considering the decision of the Court it would be inappropriate to comment at this time.

SQ19 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

Why did the Department take 9 months to provide the Police with information about the suspect in the relevant investigation, the late Dennis Pietrobon who was also a TfNSW employee?

ANSWER

I am advised:

Transport for NSW cooperated with the NSW Police Force investigation.

SQ20 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

Why did the Department tell the Police that there were 'nil complaints' recorded in its employee Mr Pietrobon's file?

ANSWER

I am advised:

The information provided to the NSW Police Force investigators was based on a search undertaken on a record management system where complaints should have been recorded and retained.

SQ21 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

Was the Minister at the time briefed either in writing or verbally?

ANSWER

I am advised:

The Secretary at the time of the investigation was briefed. As the matter being related to an individual employee, internal department delegations and procedures were followed.

SQ22 UNFAIR DISMISSAL OF TfNSW EMPLOYEE THOMAS WOOD

Does Transport have any plans to change or amend their internal policies so as to allow employees to co-operate with Police without them being dismissed for serious and wilful misconduct?

ANSWER

I am advised:

Transport for NSW is considering the matters raised in the judgment. Transport for NSW has always accepted that it is not serious and wilful misconduct to assist or co-operate with investigations conducted by the NSW Police Force or any other law enforcement agency.

SQ23 CYCLIST AND DELIVERY DRIVER SAFETY

Currently there is a tender underway for light rail track inserts that will be essential to improving the safety of bicycle riders, wheelchair users, people who use prams and wheeled mobility assistance where tyres can become trapped at crossing points across tracks. How is this tender progressing?

ANSWER

I am advised:

Transport for NSW has received a total of four proposals. Three of these have been selected as potential options going forward in addition to a further manufacturer which Transport for NSW is in initial discussions.

In September 2021 initial trials commenced with one product being installed at the Newcastle Depot. Installation of the second product is expected to take place this month.

Following these initial trials a more comprehensive testing regime will be conducted for any products considered to have the potential to provide an effective long term solution.

SQ24 CYCLIST AND DELIVERY DRIVER SAFETY

How much has been spent on testing these technologies?

ANSWER

I am advised:

Transport for NSW has incurred costs of approximately \$15,000 to date, which relates to the advertising campaign for the initial expression of interest.

The manufacturers selected to participate in the trial are responsible for all costs relating to the development and creation of their technological solution.

Transport for NSW has approved a further \$100,000 in funding in the financial year 2021-22 to cover any costs incurred during the trial relating to shipping, installation and removal of the product.

SQ25 CYCLIST AND DELIVERY DRIVER SAFETY

What has been spent on making the Parramatta Light Rail project safe for bike riders when 78% of crossings of the tracks are at dangerous angles?

ANSWER

I am advised:

As part of the \$2.4 billion Parramatta Light Rail program, new active transport links, or shared walking and bike riding paths, will be built for the community, and connect to the existing network.

The largest section of active transport will run parallel to the light rail corridor between Camellia and Carlingford, making it safer and easier to get around these precincts, and provide good connections to local shops, parks, community facilities and public transport. This five-kilometre path will connect with the Parramatta Valley Cycleway at Rydalmere, supporting the City of Parramatta Council’s broader pedestrian and cycling network.

A shared walking and bike riding path will also connect the Cumberland Hospital Precinct to The Children’s Hospital at Westmead, and a third will run along Tramway Avenue and on the new light rail and active transport bridge over James Ruse Drive in Rosehill.

SQ26 CYCLIST AND DELIVERY DRIVER SAFETY

The proposed regulation of the Food Delivery sector includes the regulation of clothing, footwear and training for riders, but we know from the evidence that in most cases when a motor vehicle hits a bike rider, the driver was at fault. How much has the government invested in educating drivers about close passing and safe behaviour around bike riders?

ANSWER

I am advised:

For 2021-22, Transport for NSW has allocated \$570,000 towards cycling safety campaign messaging that will educate both drivers and bicycle riders.

Transport for NSW has developed a broad suite of educational and awareness campaigns related to driver and bicycle riders. From online and social media cycling safety campaigns through to outdoor and radio advertising. Key messages included the minimum passing distance rules, checking blind spots for bicycle riders and bicycle rider safety gear.

Transport for NSW is currently developing a new bicycle safety campaign, aimed at both drivers and bicycle riders, to educate bicycle riders and motorists about their mutual road safety responsibilities and how to better manage risks to stay safe on the road. Development and rollout of the campaign will include consultation with key cyclist groups including Bicycle NSW.

The NSW Government has developed a number of other communications and resources to help keep bicycle riders safe. The Go Together awareness campaign was developed to promote awareness of the Minimum Passing Distance rule and encourage drivers, bicycle riders and pedestrians to respect each other's space to ensure everyone stays safe on and around the road.

As part of their response to the Joint Taskforce: Food Delivery Rider Safety, Transport for NSW developed a suite of content including fact sheets, FAQs and social media posts to increase awareness of safe riding practices among food delivery riders.

Transport for NSW has also commenced work on developing online education resources for those that support young people obtain a driver licence, such as supervising drivers and driving instructors. These resources will include content on safe driving practices around vulnerable road users such as bicycle riders and will have a focus on developing a 'share the road' culture.

SQ27 CYCLIST AND DELIVERY DRIVER SAFETY

Does Transport have plans to roll out a driver education campaign regarding the times that riders are most vulnerable, including dawn, dusk, inclement weather, etc.?

ANSWER

I am advised:

Transport for NSW is currently developing a new bicycle safety campaign, aimed at drivers and bicycle riders, to educate them about their mutual road safety responsibilities and how to better manage risks to stay safe on the road. Development and rollout of the campaign will include consultation with key cyclist groups such as Bicycle NSW.

The proposed media channels include digital, social, outdoor and radio to help target behaviours in the moment. Messaging for drivers will focus on the need to actively look out for bicycle riders while driving, including the importance of scanning and checking blind spots. Messaging for bicycle riders will highlight the importance of wearing highly visible clothing and safety gear to ensure they are always visible while riding. This will help reduce risks when riding in low visibility, such as at dusk or in bad weather.

The Centre for Road Safety website has a page specifically for drivers about how they can help keep bicycle riders safe on our roads. This page includes information on the minimum passing distance rule, and various best practice tips to share the road safely, including advice on actively looking out for bicycle riders, especially at night. For bicycle riders, the website includes information about safety gear, visibility and road rules. Transport for NSW also developed influencer videos to highlight to bicycle riders how they can keep themselves safe on our roads.

Bicycle safety is also promoted through paid and organic social media posts throughout the year, which includes posts aimed at drivers, educating them about the minimum passing distance rules and reminding them to check blind spots for bicycle riders.

SQ28 CYCLIST AND DELIVERY DRIVER SAFETY

Faced with a lack of education for drivers about the close passing laws or ways to protect bike riders by the Centre for Road Safety, Bicycle NSW developed their own resources and campaign and launched it in October 2020. This absorbed a substantial proportion of the non-profit organisation's budget. This year the Motorcycle Council of NSW has delivered their own safety campaign during October. How much has the Centre for Road Safety spent on engaging with, and supporting, expert road user stakeholders who are working so hard to fill the gaps and make our roads safer?

ANSWER

I am advised:

To support community education and awareness of road safety, Transport for NSW continues to provide significant support to road safety partners and stakeholders

including Bicycle NSW and Motorcycle Council of NSW to help promote relevant and targeted road safety messaging within the community.

Since 2012, Transport for NSW provided over \$1 million in funding and over \$700,000 in in-kind support to Spring Cycle, a Bicycle NSW event.

Since 2014, Transport for NSW has supported Motorcycle Awareness Month, providing total funding of over \$248,000.

In 2021, Motorcycle Council of NSW received \$30,000 in funding to support activities during Motorcycle Awareness Month. Further in-kind support was provided through access to creative assets, including a video featuring both the Minister for Transport and Roads and Minister for Regional Transport and Roads, as well as experts to speak on motorcycle safety.

The NSW Government also promotes safe driving around motorcycle riders through the Ride to Live campaign, which includes both rider and driver targeted messages and focuses on the risks that motorcyclists face on the road and how to best manage them.

In 2020-21, Transport for NSW spent \$1.61 million on motorcycle safety campaign messaging. In 2021-22, Transport for NSW has allocated \$1.67 million on motorcycle safety campaign messaging.

In 2020-21, the Community Road Safety Grants program funded 26 locally based road safety projects by contributing almost \$365,000 to the work of 24 community organisations including Kurri Kurri Community Service, The Flagstaff Group, Clontarf Foundation and Cultural Diversity Network. A further \$400,000 is committed through Round 7 of the Community Road Safety Grants program due to open later this month.

Transport for NSW supports a range of not-for-profit organisations to deliver road safety initiatives including Kidsafe (\$55,000 per annum over five years 2021-26), SARAH Group (\$5000 direct support annually plus over \$400,000 to support Transport for NSW and local council activities to support National Road Safety Week).

NSW is the only jurisdiction with a comprehensive Road Safety Education Program in schools. Transport for NSW provides around \$5 million funding to support this program which provides road safety education consultancy support for teachers in more than 3,000 primary and secondary schools, and more than 3,500 early

childhood services across NSW. In addition, Transport for NSW supports a number of partnerships that help deliver road safety education to school aged children including bstreetsmart, Wheelchair Sports Roadshow and Rotary Youth Driver Awareness (RYDA) Program.

The Centre for Road Safety oversees the Behavioural Road User Program that delivers behavioural-focused road safety initiatives at a regional level to reduce the incidence and severity of crashes in NSW. Cycling safety is targeted through the program and often supports community road safety experts and stakeholders. In 2020-21, \$186,000 was allocated to the cycling safety sub-program of the Behavioural Road User Program and in 2021-22, a further \$237,000 is allocated. In 2021-22, Transport for NSW has continued to partner with participating local councils across NSW to part fund Road Safety Officers under the Local Government Road Safety Program to deliver road safety initiatives at a local level, including cycling safety initiatives. In 2021-22, the program will receive \$5.7 million in funding across the State.

SQ29 MANLY FERRY SERVICE

Given the Freshwater Class Manly Ferries are displacement vessels with a great deal of hull space, they can easily be electrified in line with the Minister and the Department's stated aims. Does the replacement Emerald Class catamaran fleet have the hull space to be electrified?

ANSWER

I am advised:

Transport for NSW understands that the intensity of higher speed Emerald Class operation could not be supported by a battery-electric system.

SQ30 MANLY FERRY SERVICE

Naval Architects and Marine Engineers across the globe agree that the future of commuter ferries is in electric powered, thruster propulsion. Why was the decision taken to purchase diesel powered, propeller based ferries?

ANSWER

I am advised:

In 2018, when the procurement decision was made to acquire these new vessels, the application of zero emission technology for ferries had only limited application. Even in 2021, there are still only a small number of zero emission ferries in operation world-wide and their comparability to the local context varies. The technology for batteries and other fuel sources such as hydrogen continues to improve though, and Transport for NSW will monitor these developments.

SQ31 MANLY FERRY SERVICE

Is it correct that the defects in the new River Class Ferries include but aren't limited to, the presence of asbestos, sub-standard fit and finish, sub-standard electrical equipment and cabling, engines stalling and wheelhouse window angles that make night operations dangerous because of reflection?

ANSWER

I am advised:

Apart from modifications to the wheelhouse, which are currently underway, all defects across the River Class fleet have been rectified. It is not uncommon for defects and improvements to be identified during the acceptance, commissioning and operational readiness phases of fleet procurement projects. Some of the issues were identified due to the rigorous safety and assurance processes in place designed to test the vessels' operational limits. These processes are in excess of regulatory requirements and allow vessels to be optimised for service in the Sydney Ferries fleet.

SQ32 PARRAMATTA RIVER FERRY SERVICE

Have any other defects in the River Class Ferries been found?

ANSWER

I am advised:

As part of the acceptance process for the River Class fleet, 43 defects were raised across the 10 vessels.

SQ33 COVID-19

Can the Department confirm that Transport for NSW has not sought or received advice regarding the use of QR codes on all train, bus, ferry and light rail services?

ANSWER

I am advised:

Transport for NSW has not sought or received advice regarding the use of QR codes across train, bus, ferry and light rail services.

In order to access the majority of public transport modes in NSW, customers need to tap on and off using an Opal card. Any public transport mode without Opal card access has been issued with QR codes.

To assist with contact tracing efforts and upon request, Transport for NSW has provides Opal card data to NSW Health, in accordance with its powers under the various Public Health Orders.

SQ34 COVID-19

How many positive COVID-19 cases have been reported to date on NSW public transport involving passengers?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ35 COVID-19

How many COVID-19 cases have been reported on public transport since NSW hit 70% double vaccination and began to reopen?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ36 COVID-19

Given we know public transport has additional risks (confined spaces, large numbers of people, poor ventilation), why didn't Transport for NSW at least seek advice about the use of QR codes on all forms of public transport?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 33.

SQ37 COVID-19

Why are small businesses being asked to ensure customers register using QR codes but Transport for NSW isn't?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 33.

SQ38 LEVEL CROSSINGS ON THE SOUTH COAST LINE

When will level crossings be removed in the Illawarra for pedestrians?

ANSWER

I am advised:

The NSW Government's position in relation to level crossing closure is that the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so. Access may be managed by a grade separation or by redirecting traffic via an alternate approved access route. At this stage, there are no plans to remove level crossings in the Illawarra. Transport for NSW continues to monitor safety at all level crossings across the network.

SQ39 LEVEL CROSSINGS ON THE SOUTH COAST LINE

When will level crossings be removed in the Illawarra for vehicles?

ANSWER

I am advised:

The NSW Government's position in relation to level crossing closure is that the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so. Access may be managed by a grade separation or by redirecting traffic via an alternate approved access route. At this stage, there are no plans to remove level crossings in the Illawarra. Transport for NSW continues to monitor safety at all level crossings across the network.

SQ40 LEVEL CROSSINGS ON THE SOUTH COAST LINE

What work is planned by TfNSW and when will it commence?

ANSWER

I am advised:

The NSW Government's position in relation to level crossing closure is that the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so. Access may be managed by a grade separation or by redirecting traffic via an alternate approved access route. At this stage, there are no plans to remove level crossings in the Illawarra. Transport for NSW continues to monitor safety at all level crossings across the network.

SQ41 LEVEL CROSSINGS ON THE SOUTH COAST LINE

When will level crossings be removed in the Shoalhaven and South Coast of NSW for pedestrians?

ANSWER

I am advised:

This is a matter for the Minister for Regional Transport and Roads.

SQ42 LEVEL CROSSINGS ON THE SOUTH COAST LINE

When will level crossings be removed in the Shoalhaven and South Coast of NSW for vehicles?

ANSWER

I am advised:

This is a matter for the Minister for Regional Transport and Roads.

SQ43 LEVEL CROSSINGS ON THE SOUTH COAST LINE

What work is planned by TfNSW and when will it commence?

ANSWER

I am advised:

This is a matter for the Minister for Regional Transport and Roads.

SQ44 LEVEL CROSSINGS ON THE SOUTH COAST LINE

Is it Government policy to reduce the number of level crossings on the South Coast Line?

ANSWER

I am advised:

The NSW Government's position in relation to level crossing closure is that the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so. Access may be managed by a grade separation or by redirecting traffic via an alternate approved access route. At this stage, there are no plans to remove level crossings on the South Coast Line. Further, many of the level crossings on the South Coast Line are on local roads. Transport for NSW regularly engages with local councils, and will continue to work with local councils and monitor safety at these locations.

SQ45 LEVEL CROSSINGS ON THE SOUTH COAST LINE

The Illawarra Shoalhaven Regional Transport plan refers to C-ITS technology research that could be applied across the region to improve safety at level crossings (pg38-39).

(a) What is the work that is planned to improve safety at Illawarra Shoalhaven level crossing using C-ITS technology?

(b) When will the work commence and be complete?

ANSWER

I am advised:

(a) Transport for NSW is planning to install a connected rail level crossing on the Princes Highway at Unanderra south of Wollongong. The crossing is one of the

busiest rail level crossings on the South Coast line. The crossing will use dedicated short-range communications (DSRC) technology as well as cloud-based connectivity. Around 20 buses from Premier Illawarra will be equipped with DSRC devices that will warn them when the rail level crossing is active and a train is approaching.

(b) Development of a connected rail level crossing on the Princes Highway at Unanderra commenced in January 2021. Physical construction on the site commenced in June 2021. COVID-19 restrictions have impacted the ability of the team to access the physical site since June, but work has continued on the development of the software and hardware needed for the crossing. The equipment is expected to be commissioned for operation by the end of February 2022.

SQ46 LAWRENCE HARGRAVE DRIVE/PRINCES HIGHWAY BULLI AND THIRROUL IMPROVEMENTS

In relation to the reserved corridor for the proposed extension of Memorial Drive to Bulli Pass:

- (a) Why isn't the extension of Memorial Drive to Bulli Pass listed as an "initiative for investigation" in the Illawarra Shoalhaven Regional Transport Plan?
- (b) Is the reserved corridor connecting Memorial Drive to Bulli Pass considered the most appropriate connection to bypass Bulli and Thirroul Villages?
- (c) What are the other options is Transport for NSW considering to resolve traffic congestion through the northern suburbs of Wollongong that are more appropriate than the extension of Memorial Drive?
- (d) Is there another connection/corridor being considered to bypass Bulli and Thirroul Villages?

ANSWER

I am advised:

(a) Transport for NSW does not consider an extension of Memorial Drive to Bulli Pass to be a priority over the next 20 years and is focusing on making sustainable modes of transport such as walking, cycling and public transport attractive alternatives.

(b) Transport for NSW is not planning any extension of Memorial Drive.

(c) Transport for NSW is focusing on providing a more integrated transport solution by improving bus and train services as well as the existing road network.

This focus aligns with Future Transport 2056 and Transport for NSW's vision to provide more sustainable transport solutions while providing the community with more transport choices.

(d) As the integrated solutions are delivered over the short and medium term, Transport for NSW will continue to monitor the performance of the transport network, seek feedback from the community and, as required, determine the need, timing and feasibility of an extension of Memorial Drive.

SQ47 COAL TRAINS TRAVELLING ON SOUTH COAST RAIL LINE

Is the Department aware of public concern regarding coal dust being spread across residential homes as a result of coal trains travelling on the South Coast Rail Line?

ANSWER

I am advised:

Under the *Protection of the Environment Operations Act 1998* (the Act), third-party freight operators are legally required to hold an Environment Protection Licence (EPL) for 'Railway activities – rolling stock operations'. This EPL is issued by the NSW Environment Protection Authority (EPA).

It should be noted that prior to changes to the Act in 2020, the environmental performance of third-party freight operators was within the scope of the railway network operator's EPL.

The third-party freight operator's EPL will contain conditions relating to the maintenance and operation of the trains and their environmental performance, including air emissions. These conditions are stipulated and regulated by the EPA.

SQ48 COAL TRAINS TRAVELLING ON SOUTH COAST RAIL LINE

Are coverings placed on coal containers that travel by rail through the Hunter region?

ANSWER

I am advised:

I refer to the response to Supplementary Question 47.

The Hunter Valley rail lines on which coal trains operate are part of the Commonwealth's Australian Rail Track Corporation's (ARTC) network. ARTC is the Rail Infrastructure Manager and the access manager for the Hunter Valley rail network and questions regarding rail operations through the Hunter region should be directed to the ARTC.

SQ49 COAL TRAINS TRAVELLING ON SOUTH COAST RAIL LINE

Will the Department look into requiring coverings to be used on coal containers on trains using the South Coast rail line?

(a) If so, when will this action be implemented?

(b) If not, why not?

ANSWER

I am advised:

I refer to the response to Supplementary Question 47.

SQ50 NEW INTERCITY FLEET

Will the Government commit to funding a strategic business plan for a passenger and freight orbital connecting south west Sydney to Wollongong such as the South West Illawarra Rail Link (SWIRL)?

ANSWER

I am advised:

Transport for NSW recognises the importance of the strategic connection between the Illawarra and South Western Sydney, and is actively undertaking strategic planning for future road and rail connections.

The Illawarra-Shoalhaven Regional Transport Plan includes a commitment for Transport for NSW to investigate the completion of the Maldon to Dombarton line to facilitate additional freight movement between the Illawarra-Shoalhaven and Western Sydney.

SQ51 NEW INTERCITY FLEET

How much has been spent on modifying the tracks, stations and stabling facilities for the New InterCity Fleet?

ANSWER

I am advised:

The project budget is \$2.8 billion, which is inclusive of the fleet, the construction of a purpose-built maintenance facility at Kangy Angy and an extensive range of enabling works, and infrastructure and operational readiness to support the operation of the trains on the network.

SQ52 NEW INTERCITY FLEET

How much has been spent on the New Intercity Fleet project team, including contractors, consultants and admin staff?

ANSWER

I am advised:

Expenditure on the New Intercity Fleet project team, including contractors, consultants and admin staff, is included within the \$2.8 billion budget for the project.

SQ53 SYDNEY TOLL BURDEN

What does the Government expect the aggregate amount of tolls paid on Sydney tollways this financial year to be?

ANSWER

I am advised:

Transport for NSW does hold this information.

SQ54 SYDNEY TOLL BURDEN

54. Has anyone in Transport for NSW or the Minister's office calculated the aggregate amount Sydneysiders pay in tolls this financial year?
(a) If yes, what is the approximate figure?

ANSWER

I am advised:

The Minister's Office and Transport for NSW has not calculated this information.

SQ55 SYDNEY TOLL BURDEN

55. Has anyone in Transport for NSW or the Minister's office calculated the aggregate amount that Western Sydney drivers will pay in tolls this financial year?

(a) If yes, what is the approximate figure?

ANSWER

I am advised:

The Minister's Office and Transport for NSW has not calculated this information.

SQ56 SYDNEY TOLL BURDEN

What does the Government expect to be the aggregate amount of toll paid by drivers over the life of the Westconnex contract to 2060?

ANSWER

I am advised:

This information is commercial-in-confidence.

SQ57 SYDNEY TOLL BURDEN

What does the Government expect to be the aggregate amount of tolls paid by all NSW drivers between now and 2060?

ANSWER

I am advised:

This information is commercial-in-confidence.

SQ58 COMMUTER CAR PARKS

What work has been completed to date on the proposed commuter car park in Gosford?

(a) What locations have been considered (please list)?

(b) What is the estimated cost per car space for each of the locations considered?

- (c) Have Transport NSW narrowed this down to a final location?
- (d) Have any meetings between Transport NSW and the office of the Federal Member for Robertson, Lucy Wicks, occurred to discuss this project?
- i. If so, can the minutes for this meeting(s) be provided?

ANSWER

I am advised:

Central Coast Council in cooperation with the Commonwealth Government has been developing a commuter car park proposal at Gosford.

In April 2021, the Commonwealth Government approached Transport for NSW in relation to providing additional commuter car parking spaces at Gosford Station. Early stage development work is ongoing and involves identification of potential sites and assessment of their viability, including community impacts, alignment with other objectives and value for money considerations.

The preferred option, estimated cost per space, potential delivery and operational dates will be determined as part of this work and are subject to planning, approval and funding by the Commonwealth Government.

Transport for NSW is not aware of any meetings with Ms Lucy Wicks MP, Member for Robertson about the project.

SQ59 COMMUTER CAR PARKS

- What work has been completed to date on the proposed commuter car park in Woy Woy
- (a) What locations have been considered (please list)?
- (b) What is the estimated cost per car space for each of the locations considered?
- (c) Have Transport NSW narrowed this down to a final location?
- (d) Have any meetings between Transport NSW and the office of the Federal Member for Robertson, Lucy Wicks, occurred to discuss this carpark?
- i. If so, can the minutes for this meeting(s) be provided?

ANSWER

I am advised:

Transport for NSW has been assisting the Commonwealth Government to identify potential options to expand commuter car parking facilities at Woy Woy Station.

Early stage development work is ongoing and involves identification of potential sites and assessment of their viability, including community impacts, alignment with other objectives and value for money considerations.

The preferred option, estimated cost per space, potential delivery and operational dates will be determined as part of this work and are subject to planning, approval and funding by the Commonwealth Government.

Transport for NSW is not aware of any meetings with Ms Lucy Wicks MP, Member for Robertson about the project.

SQ60 KAMAY FERRY WHARF

What is the overall budget for this project?

ANSWER

I am advised:

This information is publicly available in the NSW Budget Papers.

SQ61 WESTERN HARBOUR TUNNEL / BEACHES LINK

We have heard testimony during the Inquiry into the Impacts of the Western Harbour and Beaches Link tunnel that no substantive alternatives were assessed and in fact only a toll road option has been considered. Are you confident that these projects represent the best option and the best value for money for this corridor?

ANSWER

I am advised:

The Western Harbour Tunnel and Beaches Link (WHTBL) program has been designed as part of an integrated multi-modal transport network, intended to complement projects such as Sydney Metro and B-Line. By catering for a range of different trip types, including public transport, freight and private vehicles, and a broad range of trip origins and destinations, WHTBL will take pressure off a number of highly congested routes, including the Sydney Harbour Bridge, Anzac Bridge, Military Road, Spit Bridge and Warringah Road. This will lead to

improvements in trip times and reliability, as well as improving urban amenity on the existing surface roads.

SQ62 WESTERN HARBOUR TUNNEL / BEACHES LINK

We have heard testimony during the Inquiry into the Impacts of the Western Harbour and Beaches Link tunnel that the risks to Sydney Harbour are severe and toxins such as a PFAS have been detected. Are you confident that the benefits of this project outweigh the risks? Are you confident that with a BCR of only 1.2 that there is sufficient allowance to manage the risks to our Harbour, waterways and communities well?

ANSWER

I am advised:

The construction methodology and environmental management measures for WHTBL have been developed by a team of experts with local and international experience in working in sensitive marine environments, including Sydney Harbour. The environmental assessment and associated management measures, which take into consideration contamination levels, water and sediment movements, and marine flora and fauna, have been developed to ensure the safe and responsible construction of both projects.

SQ63 WESTERN HARBOUR TUNNEL / BEACHES LINK

At least 3500 trees will be removed for the sake of these projects. Do you think a replacement value of only 2:1 is sufficient? Given the large number of schools in the area and high levels of pollution that already exists, do you think removing this many mature trees in densely populated urban areas is wise?

ANSWER

I am advised:

The project design development process has considered a number of opportunities to avoid and minimise vegetation loss through the selection of the preferred corridor, refinement of the preferred corridor design, and development of the construction methodology.

Vegetation removal will be further minimised during further design development

and construction planning. In addition of trees offset under the NSW Biodiversity Offsets scheme, trees removed due to the projects will be replaced at a ratio of 2:1, which will result in a net gain in trees, consistent with the Greening our City Premier's Priority.

SQ64 WESTERN HARBOUR TUNNEL / BEACHES LINK

How long will it be before the replacement trees are able to capture the same amount of emissions/pollution as the existing trees?

ANSWER

I am advised:

Other than trees offset under the NSW Biodiversity Offsets scheme, trees removed will be replaced at a ratio of 2:1 and vegetation will be re-established within the construction footprint where feasible. Landscaping would be carried out progressively and contain a mixture of grasses, shrubs and trees. Selected vegetation would consist of established and juvenile species, promoting urban tree canopy and meaning that established trees would be able to contribute to carbon capture.

SQ65 WESTERN HARBOUR TUNNEL / BEACHES LINK

Infrastructure NSW originally quoted the cost of the projects within the "State Infrastructure Strategy Update 2014" as costing up to \$4.5 billion for Western Harbour Tunnel and \$2.4 billion to \$3.1 billion for Beaches Link; they also reported that project toll revenues are unlikely to fully offset the cost. Why are these projects proceeding when the costs are now thought to be more than double and up to triple the original cost estimate?

ANSWER

I am advised:

Decisions on whether to proceed with transport infrastructure projects typically consider, amongst other things, whether the project improves overall economic outcomes for the State of NSW. Such economic benefits could include travel time savings and reliability, efficiencies in freight movements, and urban amenity

outcomes. This is different from whether project toll revenues offset costs, which relates to the funding of a project.

SQ66 WESTERN HARBOUR TUNNEL / BEACHES LINK

Has the risk to health of high rise residents and the conditions needed over planned development in the area been costed?

ANSWER

I am advised:

In November 2018, the Advisory Committee on Tunnel Air Quality published a review that found emissions from well-designed ventilation outlets have little, if any, impact on surrounding communities. The Environmental Impacts Statements for the Western Harbour Tunnel and Warringah Freeway project and the Beaches Link and Gore Hill Freeway Connection project found there are not expected to be any adverse air quality impacts for any elevated receivers in existing buildings. They found some exceedances for potential future developments at certain heights and locations, but not necessarily precluding such developments.

SQ67 WESTERN HARBOUR TUNNEL / BEACHES LINK

With the health order to keep children safe during COVID by keeping windows open, how do you plan to keep children safe with up to 10,000 diesel construction vehicles daily hauling potentially contaminated spoil through Sydney's highest density of schools (between Rozelle and Balgowlah).

ANSWER

I am advised:

Air quality management measures will be detailed in construction management documentation and implemented during construction. These will include measures to minimise dust generation during the transportation of spoil, such as covering of loads, regular maintenance of construction vehicles and plant to ensure compliance with relevant emissions standards and appropriate transportation, and storage and handling of all waste in accordance to its waste classification. This will be done in a manner that prevents pollution to the surrounding environment and local community.

SQ68 WESTERN HARBOUR TUNNEL / BEACHES LINK

Why has TfNSW refused to consider any realignments or substantive solutions proposed by the community (i.e. undergrounding facilities at the Golf Course and realignment of the tunnels to avoid the tip site at Flat Rock)?

ANSWER

I am advised:

Transport for NSW has carried out significant options analysis for the projects, including several options proposed by the community. Community feedback informed the design presented in the EIS and subsequent design refinements as documented in the submissions reports and preferred infrastructure report.

At Cammeray, the locations of the motorway control centre and motorway facilities were changed to minimise impacts on the nearby landscape. Undergrounding the facilities at Cammeray Golf Course was considered but determined not feasible, as presented in the submissions report for the Western Harbour Tunnel and Warringah Freeway Upgrade project.

The alignment of the Beaches Link tunnels have been determined based on the surrounding topography, geology and most appropriate harbour crossing locations which enable suitable grades for the tunnel to surface connection points.

A temporary construction support site at Flat Rock Reserve is required to safely and efficiently construct the Beaches Link project. Further information on site selection is presented in the preferred infrastructure report for the Beaches Link and Gore Hill Freeway Connection project.

SQ69 WESTERN HARBOUR TUNNEL / BEACHES LINK

When was the early works contract for the Warringah Freeway tendered?

ANSWER

I am advised:

Warringah Freeway Upgrade early works were awarded to an existing delivery partner, Sydney Program Alliance. Warringah Freeway Upgrade early works were added to Sydney Program Alliance works via a target outturn cost process which is similar to a variation to an existing contract. The early works commenced earlier this year.

SQ70 WESTERN HARBOUR TUNNEL / BEACHES LINK

70. Can details be provided of the tender process for the early works contract for the Warringah Freeway?

ANSWER

I am advised:

The decision to award the Warringah Freeway Upgrade early works contract to an existing alliance was made to enable swift mobilisation of a team that had existing knowledge of the construction area and community, to ensure certainty of delivery ahead of main works and value for money. The alliance model has enabled a collaborative approach to construction and supports the project's commitment to minimising cumulative community impacts by reducing interface risks.

SQ71 WESTERN HARBOUR TUNNEL / BEACHES LINK

71. Has a security assessment been done with regards to awarding an overseas State owned company a contract that involves widespread relocation of utilities as part of the Sydney Program Alliance works?

ANSWER

I am advised:

Sydney Program Alliance consisting of Transport for NSW, John Holland, Jacobs and Freyssinet, is delivering selected projects across Sydney on behalf of the NSW Government. John Holland is an Australian company whose parent is a wholly owned subsidiary of an overseas State-owned company. Transport for NSW takes appropriate steps to ensure all industry partners meet the requisite security levels and confidentiality obligations under a given contract.

Some of the work being delivered by Sydney Program Alliance for the Warringah Freeway upgrade early works includes activities to remove and relocate underground and above-ground services and utilities before main construction starts. A portion of the relocation work is non-contestable in nature, meaning the work will be undertaken by the utility owner.

SQ72 WESTERN HARBOUR TUNNEL / BEACHES LINK

Given that the SouthWest Metro Business Case summary stated that an immersed tube was not suitable to cross the Harbour due to unacceptable environmental risks, why is it now considered safe to use an immersed tube in an area that is further west and recognised to be even more contaminated?

ANSWER

I am advised:

The immersed tube tunnel methodology was adopted for the WHTBL program after considering a range of factors, including geotechnical investigations, marine biodiversity and ecology, property impacts, heritage impacts, constructability, customer experience, safety and costs. The construction methodology is commonly used around the world, including for Sydney Harbour Tunnel. There are numerous commonly practiced management measures that allow for safe work in sensitive marine environments such as Sydney Harbour and Middle Harbour.

SQ73 WESTERN HARBOUR TUNNEL / BEACHES LINK

Can you provide more information about the land swap deal being proposed via North Sydney Council between Berry's Bay and Crown Land at Cammeray Park/Golf Course?

ANSWER

I am advised:

Western Harbour Tunnel provides the opportunity to provide new public open space at Berrys Bay. Transport for NSW is working with the representatives of the community, Metropolitan Local Aboriginal Land Council and North Sydney Council on the future layout of Berrys Bay. Transport for NSW is also in discussions with Council, as a valued partner, on future property arrangements for the land at Berrys Bay. Transport for NSW respectfully notes some of the land remains subject to an unresolved Aboriginal Land Claim.

SQ74 WESTERN HARBOUR TUNNEL / BEACHES LINK

Over 22ha of green space will be lost as a result of both projects in areas with little green space. Both Berry's Bay and the return of land to the Community at the Golf

Course were previously promised - why is the community suddenly now being short changed with one site exchanged for another?

ANSWER

I am advised:

The public open space being returned to the community is consistent with what was presented in the environmental impact statement for Western Harbour Tunnel and Warringah Freeway Upgrade. Transport for NSW is currently working with North Sydney Council and Cammeray Golf Club on the design of a reconfigured golf course, consistent with the conditions of approval for the Western Harbour Tunnel and Warringah Freeway Upgrade project. Berrys Bay will also be returned to the community at completion, with the final design developed in consultation with the community.

SQ75 WESTERN HARBOUR TUNNEL / BEACHES LINK

How many times since INSW first announced scoping solutions for this corridor has the Department of Transport met with toll road related lobby groups or industry (eg Infrastructure Partners Australia, Transurban or tunnelling construction companies)?

ANSWER

I am advised:

Transport for NSW has run several rounds of market engagement specific to Western Harbour Tunnel and Beaches Link program. This engagement is essential to ensure Transport for NSW is fully informed of industry dynamics, capacity and capability, thereby allowing the projects to be developed, procured and delivered in a manner that provides value for money for the people of New South Wales.

SQ76 WESTERN HARBOUR TUNNEL / BEACHES LINK

Infrastructure Australia recommended a review of all major Infrastructure Projects due to the acknowledged impacts of COVID-19. Why have the changes to work and travel habits and the impact on the BCR not been assessed given the location of this proposal in the heart of the knowledge economy zone?

ANSWER

I am advised:

The WHTBL program has been developed with a long-term view to address the challenges Greater Sydney will face over the next 40 years to enable and accommodate growth, and to deliver long-lasting benefits for road users, communities and businesses.

Ongoing traffic monitoring has shown that traffic levels on many roads in the WHBTL project area are returning to pre-COVID-19 levels. The modelling approach used for the Environmental Impact Statement is considered to be the most appropriate methodology for long-term planning and was completed in accordance with appropriate standards and guidelines.

SQ77 WESTERN HARBOUR TUNNEL / BEACHES LINK

Have you calculated what the economic costs of damage to the environment are as a result of these projects?

ANSWER

I am advised:

The Environmental Impact Statements present assessments and environmental management measures for the construction and operation of the projects. In combination with strict conditions of approval issued by the Department of Planning, Industry and Environment and Environmental Protection Licences issued by the Environmental Protection Authority, impacts to the environment will be minimised, mitigated or managed appropriately. The costs of these measures have been taken into account in the economic assessment.

SQ78 WESTERN HARBOUR TUNNEL / BEACHES LINK

How does creating an extra 1 million vehicle kms travelled per day fit with the governments climate change targets?

ANSWER

I am advised:

Greenhouse gas emissions are projected to increase in the future as traffic numbers across the road network increase. However, the expected reduction in

congestion and increase in vehicle efficiencies due to fewer stop and start movements as a result of the projects, in addition to expected improvements in fuel efficiency and increased use of electric vehicles, are projected to assist in reducing emissions.

The projects would adhere to relevant NSW Government sustainability policies to minimise emissions during construction and operation and greenhouse gas emissions will be managed and minimised as part of sustainability management plans developed by the projects. These commitments are generally aligned with the NSW Government stated intention to reduce net greenhouse gas emissions.

SQ79 WESTERN HARBOUR TUNNEL / BEACHES LINK

Where will the thousands of tonnes of contaminated spoil mentioned in the EIS be dried out and disposed of?

ANSWER

I am advised:

Dredged material not suitable for offshore disposal as part of the Western Harbour Tunnel will be loaded onto hopper barges and transferred to the White Bay construction support site where it will be treated with additives such as lime and inorganic polymer to a consistency which allows the material to be spaded or shoveled. This process is widely understood and has been applied on recent projects in Sydney Harbour, including Garden Island dredging works. Once treated, material will be loaded into covered trucks for transport to a suitably licensed waste disposal facility for disposal.

Any dredged and excavated material that is not suitable for offshore disposal as part of the Beaches Link project would be loaded into barges and treated with additives to be made spadable before leaving Middle Harbour. The material would then be transported by barge to a suitable load out facility, where it would remain in the barge until loaded into sealed and covered trucks and transported to a suitably licensed waste facility for disposal as general solid waste.