



LEGISLATIVE COUNCIL

PORTFOLIO COMMITTEES

BUDGET ESTIMATES 2021-2022 Supplementary Questions

Portfolio Committee No. 6 – Transport

REGIONAL TRANSPORT AND ROADS

Hearing: Wednesday 16 March 2022

Answers due by: 12 April 2022

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REGIONAL TRANSPORT AND ROADS

Questions from the Hon Mark Buttigieg MLC (on behalf of the Opposition)

Regional Road Transfer and NSW Road Classification

1. When will the Independent Panel deliver their final report into Road Classification and Regional Roads Transfer?
2. How many applications in the full round have been received to date?
3. How many Councils have submitted applications in the full round?
4. How many members are on the Independent Panel?
 - (a) How much remuneration does each panel member receive?
 - (b) As at 16 March 2022, what were the total remuneration paid to panel members?
 - (c) As at 16 March 2022, what were the total disbursements paid to panel members?
 - (d) What payments fall under disbursements?

Regional Seniors Travel Card

5. What is the total number of the Regional Seniors Transport Cards claimed for each postcode across New South Wales?
 - (a) Please disaggregate by type of pension?
6. What is the percentage of eligible persons, in each postcode across New South Wales that has claimed their Regional Seniors Transport Card?
7. What is the total quantum of funding that has been spent using the Regional Seniors Transport Card disaggregated by postcode across New South Wales?

Community Road Safety Grants

8. How much funding has been provided under the Community Road Safety Grants Program in the following financial years? Please disaggregate by electorate.
 - (a) 2015/16
 - (b) 2016/17
 - (c) 2017/18
 - (d) 2018/19
 - (e) 2019/20

(f) 2020/21

9. For each electorate, for each year, please disaggregate by each project costs?

Testers Hollow Upgrade

10. When is the upgrade of Cessnock Road, Testers Hollow expected to be completed?

(a) How much has been spent on the project to date?

(b) Is the project on Budget?

11. Will the State Government contribution be increased?

(a) If so, by how much?

12. Has the recent rain event delayed the project?

State Road Funding to Council

13. What funding has been provided to Local Government Councils in each financial year from 2012 to 2021 to maintain roads including maintenance of weed and landscaping within the road corridor?

(a) Please disaggregate by local government council

(b) For each council please disaggregate by type of road (eg: state, regional, local, etc)

Milton Ulladulla Bypass

14. How much of the \$400 million that has been promised by the Federal Government has been allocated for the Milton Ulladulla Bypass and how much has been allocated to the lip grade of the Princes Highway?

15. Given that the road will start at the same point under any of the proposals, when will the government start construction of the bypass?

16. Why hasn't the Government committed to a start date?

17. Why has the date of the project release now been pushed back?

18. Has Transport for NSW put in a funding application for funding of the Milton Ulladulla bypass to Treasury?

(a) If so, when was it submitted?

(b) Has it been approved?

(c) What was the cost of the proposal?

i. Is this for the whole project?

- (d) How much is the Federal Government contributing to the project?
19. The corridor document with options six and seven will have an impact on a maximum of 35 hectares of national park - assuming its Meroo, however in consultations 1500 hectares is referred to. How do you get to that figure?
 20. What is the existing condition of the road from Lake Burrill to Termeil?
 21. What is the traffic data of usage - where does it come from?
 22. Did Shoalhaven City Council put a submission into Transport for NSW with their preferred options?
 - (a) If so, which options did they support?
 23. How many submissions were received during the Milton Ulladulla bypass consultation process?
 - (a) Please disaggregate by corridor option.
 - (b) Which corridor was the preferred option?
 - (c) How many submissions supported the strategic corridor?
 - (d) Are submissions publically available?
 - i. If not, why not?
 - ii. If so, where are they published?
 24. Is the 2040 strategy for four lanes at 100kmph allowing B doubles to traverse the road the way they want to proceed?
 25. What is the cost per kilometre for dual four lane highways?

\$30 million Gosford Commuter Car Park Project

26. What is the status of the \$30 million Gosford Commuter Car Park commitment made by the Federal Government before the last election?
27. Is the NSW Government surveying potential sites for conceptual designs?
28. What sites have the NSW Government surveyed?
29. What is the timeline for this project?
30. When was the last meeting between Transport for NSW and the Department of Infrastructure, Transport, Regional Development and Communications regarding the Gosford Car Park project?
31. Has Transport NSW produced a Strategic Business Case document for this project?

(a) If so, can we be provided with a copy?

32. Has Transport NSW produced a Draft Development Project Proposal Report?

(a) If so, can we be provided with a copy?

33. To this date, how much of the \$30 million commitment made by the Federal Government been spent on the delivery of this project?

\$5 million Woy Woy Commuter Car Park Project

34. When was the last meeting between Transport for NSW and the Department of Infrastructure, Transport, Regional Development and Communications regarding the Woy Woy Car Park project?

35. What is the status of the \$5 million Woy Woy Commuter Car Park Project commitment made by the Federal Government before the last election?

36. Is the NSW Government surveying potential sites for conceptual designs?

37. What sites have the NSW Government surveyed?

38. What is the timeline for this project?

39. Has Transport NSW produced a Strategic Business Case document for this project?

(a) If so, can we be provided with a copy?

40. Has Transport NSW produced a Draft Development Project Proposal Report?

(a) If so, can we be provided with a copy?

41. To this date, how much of the \$5 million commitment made by the Federal Government been spent on the delivery of this project?

Wiseman's Ferry Road

42. Wiseman's ferry road is a main road linking Gosford and Wiseman's Ferry. It has been cut off at several locations during the 2021, and 2022 floods. It includes two dangerous sections that have become single-lane roads due to historic landslips that require \$9.8 million remediation. Has this Wiseman's Ferry Road been considered for transfer from local government into a NSW State road?

43. Recently a significant landslip on the western side of the Gosford electorate slumped into the Hawkesbury River electorate causing the road closure of Settlers Road (at the intersection of the Old North Road, near Wiseman's Ferry crossing). This road (and land on the slipped cliff face above) requires rapid remediation as Ausgrid trucks will need to use this road to repair and restore electricity to the MacDonald River Valley (in the Hawkesbury electorate) as soon as

possible. What is the Government doing to ensure this occurs and Settlers Road is open as soon as possible?

Bus Driver Shortages in Rural and Regional and outer Metro

44. What is the NSW Government doing to address bus driver shortages in rural and regional NSW?
45. Since 1 January 2022, how many occasions has Transport for NSW been advised of cancelled services due to workforce shortages?
 - (a) How many of these occurrences involved school buses?
 - (b) How many complaints has Transport for NSW received during this time?
46. Other states are running training programs to encourage younger people into bus driving. The Northern Territory just ran a bus service course through the Charles Darwin University in tour guiding and as part of that people as young as 20 were getting their public passenger accreditations. Does the NSW Government plan to run a similar course here?
47. Has the NSW Government considered lowering the age of driving public passenger vehicles to under 21?
48. Has the NSW Government considered providing traineeships or other training incentive schemes for young people to enter the industry from school?

Zero Emission Bus Transition Strategy

49. The NSW Government has promised that the 8,000 plus contracted bus fleet in NSW will be transitioned to battery electric buses (BEBs) or Hydrogen Fuel Cell Vehicles with the initial phases weighted towards Sydney then the regional areas getting a focus in later years. Category 1, 2, 3 and 4 dedicated school buses are a significant part of service provision under rural and regional contracts. Currently there are no suitable ZEB replacement vehicles available for the normal contractual replacement cycle of these buses. What plans do you have to address this issue?
50. How will the NSW Government make sure that operators in the bush who are purchasing new buses aren't left with stranded assets as part of their fleet if they have to replace them with diesel buses, or their depots are not left with stranded assets for fuelling and maintenance?
51. What assistance will be available for privately owned depots upgrades as part of the Government's Zero Emission Bus Transition Strategy?
52. What plans has the NSW Government put in place in relation to charging zero emission buses in regional, rural and remote areas and the infrastructure requirements for depot owners?
53. What is the NSW Government going to do about addressing the expected life and maximum age limits of ZEB's?

54. How will the NSW Government address the stability and abundance of the electricity supply in regional areas where BEBs are rolled out?

EV Charging Stations

55. What are you doing to ensure regional NSW has adequate electric vehicle charging stations across the state?
56. The NSW Government Electric Vehicle Master Plan maps out the optimal zones for charging infrastructure to be installed in 50km intervals across most of the state. Where is the installation process up to?
- (a) Have you seen a map where stations could be optimally placed?
57. Nowhere is the contrast between EV stations more obvious than between the South Coast and Canberra. Will you ensure it is a priority for installation as part of the 1,000 new EV stations?
58. What is the NSW Government doing to boost uptake of EVs in regional NSW?
59. How many electric vehicle recharge stations are currently operational in each state electorate as at 16 March 2022?
- (a) How many were funded by private operators?
- (b) How many were funded by the NSW Government?
- (c) How many were co-funded?
60. How many electric vehicle recharge stations are planned or proposed for each NSW electorate? Please disaggregate by electorate.
- (a) Where will these be located?
61. How many electric vehicle recharge stations are planned or proposed for each NSW Local Government Area to be operational by 30 June 2022?
- (a) Please disaggregate by electorate.

Level Crossings

62. Has the Minister written to the Federal Government to raise his concerns about level crossing safety?
63. An answer supplied to a supplementary question by the former Minister advised that he wrote to the Deputy Prime Minister in July 2021 seeking support for an acceleration in the NSW and Australian Governments' shared commitment to improving level crossing safety. Was Minister Farraway briefed about this request when taking over the portfolio?
64. Does the NSW Government consider level crossings as a priority?

65. What actions has the NSW Government taken to improve level crossing safety?
66. What actions will the NSW Government take in the next 3 months to improve level crossing safety?
67. What actions will the NSW Government take in the next 12 months to improve level crossing safety?
68. Has the Minister met with Maddie Bott?
69. The Western Australian National Party has come out in a very strong way in regards to level crossings. Does the Minister concur with their views?
70. Has the Minister met with any industry leaders to discuss basic maintenance at level crossing sites?
71. When will the Minister announce real action to improve crossings?
72. Does the Minister have access to ALCAM data? (Australian Level Crossing Assessment Model)
73. Who is the NSW Government representative on the Australian Level Crossing Assessment Model National Committee?
 - (a) Do they report back to the Minister after each quarterly meeting?
74. The former Minister previously advised that approximately \$6.7 million has been allocated to upgrade priority level crossings in NSW in 2021-22. Has the full \$6.7 million been allocated to date?
 - (a) If not, when will it be?
 - (b) What is the cost of each project that has been upgraded from the \$6.7 million?
75. Will funding be increased in 2022-23 to upgrade level crossings?
76. Has the reduction in the speed limit from 100km/h to 80km/hr occurred at all level crossings?
 - (a) If not, why not?
 - (b) If not, when will all speed limit changes be completed?
 - (c) If so, how many level crossings have had a reduction of the speed limit approach?
 - (d) Please provide a list of the sites that still have a 100km/h speed limit.
 - i. Please provide the date that the remaining sites will have their speed limit reduced.

77. What work has been undertaken with NSW Rail Infrastructure to jointly assess new technologies which may be used to improve safety at public and private level crossings?
78. The NSW Government's response so far to addressing level crossing safety has consisted of 500 'Caution Stop and Look Trains on this Property' signs and electronic messaging signs along harvest routes with a total cost of \$130,000. Has this been an adequate response?
79. How much supplementary funding was allocated in 2021-2022 for level crossing upgrades and to support initiatives such as safety awareness and police enforcement campaigns through the Level Crossing Improvement Program?
80. The Transport for NSW website advises an evaluation of the Level Crossing Improvement Program (LCIP) conducted in 2014-15 found that it delivers a positive economic benefit, and plays a substantial role in fulfilling the objectives and targets of the Strategic Plan for NSW Level Crossings 2010-2020. Has the LCIP been evaluated since 2014-15?
- (a) If not why not?
 - (b) When will the program be re-evaluated?
81. Has the Minister met with members of the Level Crossing Strategy Council (LCSC)?
- (a) Who are the members?
 - (b) How often do they meet?
 - (c) Do they report back to the Minister?
82. Has the Minister attended the Australian Transport and Infrastructure Council?
- (a) When does the Council next meet?
 - (b) Who are the members of the Transport and Infrastructure Senior Official's Committee (TISOC)?
 - (c) How often do they meet?
83. Does the Minister support a day of remembrance on 23rd February each year to remember those who have tragically lost their lives at level crossings?

Taxi Reform

84. What has the NSW Government done to assist country taxi operators to survive?
85. What additional support will the NSW Government provide for taxi operators in regional NSW?
86. Has the Minister been briefed about the impact of the loss of taxis in regional areas?
- (a) Who was he briefed by?

- (b) When did this occur?
87. Is additional support available for disability accessible cabs?
88. Has the Minister asked the department to go back and have a look at the proposed reform and compensation package?
- (a) If so, when did this occur?
- (b) What was the outcome?
- (c) If not, when will this occur?
89. During the recent Transport budget estimates hearing Rob Sharp advised that ‘we have continued the review of the reforms that were announced in June 2021. As the Minister indicated, we are still calculating and working through what the package will look like.’ Has Minister Farraway been part of this process?
- (a) If not, why not?
90. Mr Sharp also referred to a ‘process internally that is progressing that and we are looking to complete consultation with developed transitional arrangements’. What role has Minister Farraway played in this process?
91. In a supplementary answer provided by the former Minister, he advised that ‘the Passenger Service Levy has collected \$222.3 million as at 1 October 2021, and the remaining unspent funds will be used in a further assistance scheme.’ Who is eligible for the ‘further assistance scheme’?
- (a) Have the unspent funds now been spent?
- (b) If not, why not?
- (c) When will it be spent?
- (d) How will it be spent?
92. In relation to the communities that are at risk of losing their taxis, are plans being put in place so we do not have a gap between when the taxi operator departs or leaves and something is put in place?
93. What work has Transport for NSW done to identify areas at risk?
94. Has the Minister met with the NSW Taxi Council?
- (a) If not, when will you meet with them?
95. Has the Minister signed the NSW Taxi Industry Pledge?
- (a) Why not?

96. What incentives will the NSW Government offer wheelchair accessible taxi owners following the implementation of the taxi industry reform package?
97. Will the government guarantee no loss of wheelchair accessible taxis in regional areas as a result of the taxi industry reform package?

Faster Rail Strategy

98. Back in December 2018 the Premier announced \$4.6 million to fund a study into faster rail. When did Professor Andrew McNaughton hand the report to the Government?
- (a) Where is the report?
 - (b) Has the Minister read the report?
 - (c) When will it be publically available?
99. How much did the Government pay Mr McNaughton personally for his work?
- (a) How much work did he personally do towards it?
100. Who else was on Professor McNaughton's expert panel?
- (a) How were they selected?
 - (b) Who selected them?
 - (c) How much have panel members been paid for their participation?
 - (d) How many times has the panel met?
101. The former Minister previously told us during the March 2020 budget estimates hearing that he had seen the report. Has Minister Faraway seen it?
- (a) Has the Minister had any briefings about this project?
102. Did the Minister attend the recent AusRail Conference?
- (a) If not, did anyone from Transport for NSW attend?
 - i. If so, whom?
103. Andrew Constance has previously said: "A fast rail network is another project which will only happen under the NSW Liberals & Nationals. In the immediate future, faster rail would see upgrades along existing rail alignments and provide services of at least 200km/h, slashing travel times by one third." Is that still Government policy?
104. When will meaningful work will commence on faster rail to regional NSW?

The 2018 Greater Newcastle Future Transport Plan

105. In connection with Faster Rail Business Case for the Sydney – Newcastle corridor there is a statement that "Works such as reducing track curvature, deviations and realignments, removal of

level crossings, junction rearrangement and better segregation of passenger and freight services.” Can TfNSW verify that the present Fassifern to Teralba track goes back to 1903 when a Fassifern to Teralba 2m 20c deviation was built to replace a 1m 17c section to ease 1 in 40 grade, with an extra mile or 1.6 kilometres of permanent way?

106. Can TfNSW verify that work was underway prior to World War II to construct a more direct route between Fassifern and Teralba than the present route, to supply fill for the Broadmeadow Marshalling Yard?
107. Can TfNSW advise if a more direct route between Fassifern and Teralba has been given consideration in the above context of “reducing track curvature, deviations and realignments...”?
108. Can TfNSW advise if a more reducing track curvature has been given between Morisset and Dora Creek?
109. Can TfNSW advise if a more reducing track curvature has been given between Dora Creek and Awaba?

Princes Highway – Moruya Bypass Action Group

110. Goal 5 on page 16 of the Moruya Bypass Strategic Corridor Options Report May 2021, states that the bypass should provide connectivity and accessibility, and Objective 5.2 specifically states that the bypass should offer “A solution that facilitates accessibility to the Eurobodalla Health Service (new hospital).” Why is it that Transport for NSW’s preferred route (the orange one) doesn’t provide direct access to the planned new Eurobodalla Hospital?
111. Why has Transport for NSW chosen an 8 kilometre option that takes people away from the town when there are shorter, cheaper and better-connected options available that have fewer property and environmental impacts?
112. Given all that has happened since the March 2019 election announcement, including the Black Summer bushfires, multiple COVID lockdowns and some of the worst flooding in recorded history along the NSW coast, will there be adequate funds in the Transport budget to proceed with the Moruya bypass?
 - (a) What was the reason/s for the cost blow out between March 2019, when the Moruya bypass was announced, and May 2021 when Transport for NSW released their Moruya Bypass Strategic Corridor Options Report?
113. Transport for NSW’s preferred bypass corridor is one of the longest and most costly of a number of corridor options in their Strategic Options Report. Has serious consideration been given to shorter corridor options that are likely to be less costly and provide more efficient access to the new Eurobodalla hospital?
114. In relation to the release of the flood study that is referred to in the Moruya Bypass Strategic Corridor Options Report May 2021, will you undertake to release the Rhelm 2020 flood study to

the Eurobodalla community, together with other technical reports undertaken to date for the Moruya Bypass project?

(a) If not, why not?

(b) When will it be available?

115. The Member for South Coast said in her recent Private Members Statement that as the construction of the new bridge over Burrill Lake has dramatically changed traffic conditions, and also that *“the incredible growth in the southern areas of the electorate needs to be recognised ... the current route will impact the lives of residents in Burrill Lake, Dolphin Point and Lake Tabourie”*. What modelling has Transport for NSW done to include the impact of the new bridge at Burrill Lake?

(a) Has that modelling taken account of the impact specifically on the residents of Burrill Lake, Dolphin Point and Lake Tabourie?

116. The Member for South Coast further complained that: “at the moment there appears to be a wall of silence despite funding allocated for construction to begin. There appears to be no urgency to resolve the impasse from Transport for NSW and no appetite to think laterally and design an exit point which does not involve the residential areas of Canberra Crescent and Burrill Lake.” Is there an appetite to design an exit point which doesn’t involve the residential areas of Canberra Crescent and Burrill Lake?

Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

117. Is the Minister aware of a Notice of Dispute lodged by members of the Burrill Lake Highway Upgrade Co Design Committee that was lodged with Transport for NSW at the end of October 2021?

(a) If so, what actions have been taken?

118. At the final 6th meeting of the Burrill Lake Co-design Committee (BLCC) on 23 November 2021, 6 of 10 community members of BLCC resigned because all TfNSW options for the highway upgrade through Burrill Lake were considered to be unacceptable and disastrous for the communities of Burrill Lake, Dolphin Point and Kings Point. What has been done to re-engage those members of the Committee who resigned?

119. Even one of the four members on the committee who didn’t resign has now said that documents put on the Transport for NSW website were misleading and contained biased interpretations by Transport for NSW. Have further investigations been conducted?

(a) If not, why not?

i. Will they be conducted?

ii. If so, when?

120. Why were options proposed originally by the committee members dismissed by Transport for NSW?

- (a) Has the Minister asked for them to be revisited?
 - (b) Has Transport for NSW revisited the Milton Ulladulla Bypass corridor and/or community options?
 - i. If so, when?
 - ii. If not, why not?
121. Response to questions about the proposed option have come back saying: “Transport has made no final decision on an option through Burrill Lake. A report on the Co-Design process will be published to the wider Committee in early 2022 and Transport’s preferred option will be displayed for feedback.” When will this report be published?
122. What is Transport’s preferred option?
123. Has the Minister been briefed on TfNSW’s preferred Option?
 - (a) When will it be displayed
 - (b) How long will it be displayed for?
124. Burrill Lake Community Association wrote to the Minister on 10 January asking for a review of the decision, however an Eva Lwekowicz wrote back to the group saying that: “Transport for NSW will publish a report on the Co-Design to the wider community in early 2022”. This information is in conflict with other information that has now been put out by Transport for NSW saying mid 2022. Why is the department putting out conflicting information to the broader community?
125. The former Minister for Transport Andrew Constance reportedly passed correspondence from the community to the Deputy Premier when he was the Minister. Has the Minister received any briefing from the Deputy Premier on this issue?
126. Has the Minister met with the members of the Burrill Lake or Tabourie communities?
 - (a) If not, when will the Minister met with them?
127. The Ulladulla and Districts Community Forum Inc Committee (UDCF) has asked for the committee members to be released from their confidentiality agreements. Will the Minister agree to that?
 - (a) If not, why not?
128. What additional action is the NSW Government taking to ensure that the Milton-Ulladulla bypass project is completed in a safe and timely manner?
129. Can additional funds be allocated by the NSW Government for including the Burrill Lake and Lake Tabourie as part of this project?

130. \$400 million in Federal money is allocated to this project. How much money has been allocated by the NSW Government?
- (a) What exactly has that \$400 million been allocated for?
 - (b) Is it to the new bypass of Milton and Ulladulla or is to the upgrade of the Princess Highway from Burrill Lake to Bateman's Bay?
 - (c) Figures of \$920 million has been mentioned. Is that money that the NSW Government is requesting from the Federal Government for the whole project?

Preschool Drive Subsidy Pilot

131. Transport for NSW has recently changed the trial to include the capacity for parents of students who live over 50km from pre-school to participate in the trial and at least claim the first 50 of the kilometres. Was this a policy mistake or an intentional policy direction and if so, what was the basis?
- (a) What modelling has been conducted?
 - (b) Was the modelling this on the basis that 800 students could get the subsidy?
132. How many students at the preschools have siblings and thus would not be eligible for the program?
133. Why are the number of days the students are eligible based on a minimum guarantee?
134. The Transport for NSW website still states that the preschool child must live more than the minimum distance to preschool and the distance travelled is not more than 50km one way. What communication has been sent to remote and very remote families advising them of the recent guideline change to allow families to claim up to 50kms of their trip?
- (a) When was this communicated?
 - (b) How was this communicated?
 - (c) How many families were advised of the changes?
135. When will the eligibility guidelines be updated on the Transport for NSW website?
136. How many applications for the Preschool Drive Subsidy pilot have been received to date?
- (a) How many applications were approved?
 - (b) How many were rejected?
 - (c) How many were rejected because they lived more than 50kms from the preschool?
 - (d) Have these applicants since been notified of their ability to claim up to 50km of their trip?

Outer-metropolitan Bus Service Contracts – Central Coast

137. Why did Transport for NSW go to tender for Outer-metropolitan Regions 6 and 7 when all the other operators were able to renegotiate their contracts?
- (a) Is the Government looking to consolidate those areas to a single operator?
138. Why does the Government have a policy of favouring big multinational operators over local family small businesses?
139. Why did the tender process that was scheduled in late 2021 not go ahead?
140. Looking at the E-tenders website, there are a couple of amendments:
- (a) What was the 4th of November 2021 amendment about?
- (b) What was the 17th of December 2021 amendment about?
- (c) Why did the 17 December 2021 “Release of Data Room Confidential Deeds and Protocols for access to the Data Rooms” go up after the actual tender was put out?
- (d) Were there problems with the confidentiality of the data rooms?
- (e) What were the problems?
- (f) What were the circumstances that led to the delay?
- (g) When will the new tendering process happen?

Charter Sector and School Extracurricular Activities

141. What actions has the NSW Government taken to help the bus and coach industry survive through COVID?
142. We have heard of small business owners of coach companies who were told that they couldn't access assistance because they didn't have the right ABN category. What communication has the government had to reach out to operators who may have been ineligible before to tell them about opportunities to re-apply for funding?
143. Other states allowed their bus operators to park up their buses and pause their registration, why didn't that happen in NSW?

Electronic Ticketing System for Regional NSW

144. What are the Government's plans in relation to procurement and introduction of electronic ticketing services for bus services in NSW?
145. What are some of the challenges the NSW Government are having with the project?

Waterfall Station and South Coast Line

146. What is the estimated cost of the work underway at Waterfall station to accommodate the Mariyung fleet?
- What expenditure on this project was incurred in 2019-20
 - What expenditure on this project was incurred in 2020-21
 - What expenditure on this project is due to be incurred in 2021-22
 - What expenditure on this project is due to be incurred in 2022-23
147. Will there be any junction rearrangement on the south side of the Station on the up track with replacement of the current points with higher speed points?
148. Will there be any junction rearrangement on the south side of the Station on the down track with replacement of the current points with higher speed points?
149. The 2018 Greater Newcastle Future Transport Plan in connection with the Faster Rail Business Case for the Sydney – Newcastle corridor notes “Works such as reducing track curvature, deviations and realignments, removal of level crossings, junction rearrangement and better segregation of passenger and freight services.” What works of this nature is envisaged for the South Coast line between Waterfall and Wollongong?
150. When may Mariyung fleet trains be placed in revenue service on the South Coast line?

New Regional Fleet

151. How will these new trains work with the differing loading gauge and platform heights existing in New South Wales and Australian rail systems?
152. The loading gauge in most European countries is different to NSW. Are these new trains being modified to fit with the situation they need to operate here?
- If so would you please provide details of modifications required?
153. The artist’s impression of the seating shown in the article indicates differences to that which is currently available in our XPT and Xplorer trains. Please specify the differences including leg room between seats in both economy and first class plus the ability to recline and rotate seats?
154. Will there be trains operating overnight between Sydney/ Melbourne and Sydney/Brisbane?
- If so, why are no sleeping cars being provided?
 - Will passengers be expected to sit up for around twelve hours on an overnight journey?
155. Why are these new trains not provided with TILT capability to dramatically reduce journey times, even though CAF can provide TILT trains?

Signage on the New England Highway at Maitland

156. How much did it cost to erect the sign on the New England Highway for the new Maitland Hospital that was erected before the 19th of January 2022?
157. When did the department become aware that it was completely wrong and had Metford and Morpeth listed as being on the wrong side of the highway?
- (a) How much did it cost to amend the sign?
 - (b) How many complaints were made about the sign before it was amended?
 - (c) How many complaints were made about the sign after it was amended?
158. Another sign was put up which still had a right turning sign for Chelmsford Drive which was in direct contravention of the No Right Turn signage at the actual traffic lights. When was this installed, how long was it there for and when was it replaced?
- (a) How much did it cost to replace the second sign?
 - (b) How much has TfNSW spent putting up incorrect signage at that location?

Community Awareness of 40km when Lights Flash

159. What are you doing to address the number of people who don't drop their speeds to 40km around buses in country areas dropping off kids?
- (a) Is there a record of near misses being collected through TfNSW or through police records that could indicate the scope of the problem?
 - (b) Can that be identified easily in crash data?

Lower Hunter Freight Corridor

160. What is the length of the proposed rail link?
161. What is a broad estimate of the cost of the project and what are the expected benefits?
162. How many submissions were received when the plans were on public exhibition?
- (a) How many of the submissions were in support of the proposed rail link?
 - (b) How many of the submissions were opposed to the proposed rail link?
 - (c) Did any submissions raise the option of combining the proposed rail link with a Fassifern Teralba deviation on the Short North railway linking Hornsby to Broadmeadow?

Jenolan Caves Road

163. What briefings has the Minister received from the Department in relation to the Jenolan Caves road restoration?
- (a) Has work commenced on the moderate slope failure at the top of Five Mile?

(b) What are the scope of works?

164. When will the contract be awarded for the downslope restoration work at Hampton?
165. When will the contract for work to repair a 70m section between Jenolan Caves Road and the Blue Lake be issued?
166. Has the Minister met with any community groups in relation to the road closures?
167. How much has been spent on road maintenance and upgrades of the Jenolan Caves Road (MR 253) between the intersection of Binoomea Ridge Trail (33°47'3.82"S, 150° 1'29.53"E) and Caves House (itemised by year) between the years 1994 and 2020 (inclusive)?
168. Deputy Premier Paul Toole has stated on his Facebook page that there is extensive work to do in repairing the main road into Jenolan known as the Five Mile Hill. What is the cost estimate for rebuilding this road?
169. An email from a Mr Keir Vaughan-Taylor sent to Jodi Anderson dated September Friday 4th 2020 contained a photograph showing an unstable portion of road along the Five Mile Hill. The email said "...there is insufficient foundation supporting the road". Given the seriousness of this claim and the supporting photographic evidence, was this information passed to the minister and what actions were taken as a result of the concerns expressed in this email?
170. The Jenolan Environment Protection Committee submitted a list of problems (email 9th October 2020, JEPC Response to Blue Lake Restoration and Walks). Was the JEPC points of contention passed to the Jenolan Caves Reserve Trust Administration for consideration and if so when?
 - (a) Was the Minister informed of their concerns?
171. What actions were taken in relation to the Jenolan Environment Protection Committee warnings about the dangers of the 5 Mile Hill Road?
172. Other community groups have issued warnings about the safety of the Five Mile Hill. In particular the previous Jenolan Caves Reserve Trust made several attempts to obtain geotechnical reports on the road's safety but were denied. Bob Debus, as Minister for the Environment, raised concerns about the stability of the road on 3 July 2003. What actions were taken in regard to those warnings?
173. Has Jenolan management and the minister considered the proposals presented to them about the potential of a cable rail for Jenolan and what is that status?

REGIONAL TRANSPORT AND ROADS

Questions from the Hon Mark Banasiak MLC

Calala Lane and Campbell road Roundabout

174. In response to QoN18 and QoN19 from the 26 October 2021, the minister stated that “Calala Lane is a Local Road under the authority of Tamworth Regional Council. In accordance with section 7 of the Roads Act 1993, the local council is responsible for the funding, design and construction of all works on the road”
- (a) Is it not the case that section 7 is overruled by is overruled, by Part 5 Division 3 Section 61 where it states “Road works on certain classified roads state it is exclusively the function of TfNSW to make decisions as to what road work is to be carried out on any freeway, highway or metropolitan main road, or on any other classified road in respect of which the carrying out of that kind of road work is, by virtue of an agreement or direction under this Division, the responsibility of TfNSW”?
- (b) Even if it is accepted that Tamworth Regional Council were delegated responsibility for building said roundabout. Given that Transport for NSW is the controller of the installation of prescribed traffic control Devices that are prescribed for the purposes of section 121 of Act, and the Calala Lane and Campbell Road Roundabaout meets the definition of a prescribed traffic control device. What is your response to the fact that TfNSW is responsible for a traffic control device that does not meet Aust-road guidelines and Australian standards?
- (c) All road agencies across Australasia have agreed to adopt the Austroads Guide to Traffic Management to ensure a level of consistency and harmonisation across all Jurisdictions. Given that Calala Lane roundabout does not conform to the Transport for NSW requirements that are to the Austroads Guide to Traffic Management, AS1742.10-2009 Pedestrian control and protection, specifies requirements for traffic control devices for the control and protection of pedestrians at facilities on roads including pedestrian and children’s crossings, mid-block pedestrian actuated traffic signals, pedestrian refuges and malls or the Australian Standards AS1742, 1743 & 2890 to NSW Road Safety Plan 21, or the Local Government Road Safety Plan. What remedial actions will you direct Tamworth Regional Council to make to this traffic control device?

Global Gateway Hub Heavy Vehicle Roundabout

In July 2020 it was announced that a dual-lane, five-leg roundabout on the western fringe of Tamworth will be built and It was proposed to be funded with \$4,532,000 from the Australian Government under its Heavy Vehicle Safety and Productivity Program, \$4,056,700 from the NSW Government under its Restart NSW Growing Local Economies Fund and \$954,300 from Council.

- (d) Given that the design principles prescribed in Australian standards state “The number of legs should desirably be limited to four (although up to six may be used at an appropriately designed single-lane roundabout).” How will the design of the proposed roundabout be altered to ensure it complies?
- (e) Given the fact that previous warnings in relation to the ability of Tamworth Regional Council have been ignored in relation to the design and construction of roads and traffic control devices, How much longer is this practice going to be allowed to continue or do we have wait until a pedestrian,cyclist or motorist is maimed, seriously injured or killed before TfNSW intervenes?
- (f) Does the Minister believe it it to be acceptable for State and Federal Government funding to be used to create dangerous roadways that don’t conform with Australian Standards?
- (g) Do you or your department continue to have confidence in the ability of Tamworth Regional Council as a contractor to Transport for New South Wales despite repeated examples of non conformity to Australian Standards?
- (h) Given the removal of the Doctrine of Highway Immunity, who within TfNSW will be held liable when someone is injured or killed due to a traffic control device that does not conform to Australian Standards?