

**PORTFOLIO COMMITTEE NO. 6 – REGIONAL TRANSPORT AND ROADS –
SUPPLEMENTARY QUESTIONS – 16 MARCH 2022**

SQ001 Regional Road Transfer and NSW Road Classification

When will the Independent Panel deliver their final report into Road Classification and Regional Roads Transfer?

ANSWER

I am advised:

The Independent Panel is planning to deliver its final report to the NSW Government in the third quarter of this year.

SQ002 Regional Road Transfer and NSW Road Classification

How many applications in the full round have been received to date?

ANSWER

I am advised:

There have been 527 applications received to date.

SQ003 Regional Road Transfer and NSW Road Classification

How many Councils have submitted applications in the full round?

ANSWER

I am advised:

79 Councils have submitted applications.

SQ004 Regional Road Transfer and NSW Road Classification

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?

ANSWER

I am advised:

This information is publicly available on the Public Service Commission website.

SQ005 Regional Seniors Travel Card

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?

ANSWER

I am advised:

Between 20 January 2020 and 27 March 2022, there have been 949,367 Regional Seniors Transport Cards applications granted across 350 postcodes in this State.

Transport is unable to disaggregate by type of pension.

SQ006 Regional Seniors Travel Card

What is the percentage of eligible persons, in each postcode across New South Wales that has claimed their Regional Seniors Transport Card?

ANSWER

I am advised:

Transport for NSW does not hold the percentage of eligible persons by postcode across NSW that have claimed their Regional Seniors Travel Card.

SQ007 Regional Seniors Travel Card

What is the total quantum of funding that has been spent using the Regional Seniors Transport Card disaggregated by postcode across New South Wales?

ANSWER

I am advised:

The total spend is \$150,005,533.10.

Transport for NSW holds information in relation to spend by the registered postcode of the merchant.

It is understood that the registered postcode of the merchant is not always consistent with the postcode of the purchase. In some instances, the postcode is not recorded.

Postcode	Total Spend
2000	\$15,790.02
2006	\$184,811.78
2007	\$3,341.61
2008	\$32,910.00
2010	\$53,564.94
2011	\$1,070.63
2015	\$264,348.27
2016	\$2,227.84
2017	\$288.58
2018	\$2,964.64
2019	\$3,870.20

2020	\$154,609.98
2021	\$602.73
2022	\$788.48
2025	\$3,235.84
2026	\$1,283.59
2027	\$9,856.99
2029	\$555.98
2031	\$9,871.27
2033	\$819.76
2034	\$3,851.39
2035	\$4,363.04
2036	\$8,140.54
2038	\$1,215.90
2039	\$5,970.50
2040	\$130.84
2041	\$49.53
2042	\$205.85
2043	\$937.24
2044	\$3,876.29
2045	\$6,592.06
2047	\$9,947.86
2048	\$1,603.03
2049	\$7,874.35
2060	\$169.59
2062	\$751.46
2064	\$5,335.66
2065	\$2,320.40
2066	\$11,201.32
2067	\$15,328.69
2068	\$2,281.16
2069	\$7,893.98
2070	\$13,005.30
2071	\$2,112.83
2072	\$30.00
2073	\$12,188.69
2074	\$40,898.37
2075	\$9,864.82
2076	\$22,396.24
2077	\$22,295.14
2079	\$4,258.16
2081	\$29,063.40
2083	\$128.59
2084	\$32.21
2085	\$6,078.00
2087	\$3,871.85
2088	\$5,761.20

2089	\$3,075.38
2090	\$439.64
2093	\$4,798.09
2095	\$1,777.22
2096	\$1,448.77
2099	\$10,329.15
2100	\$11,870.09
2101	\$19,810.38
2103	\$1,350.73
2105	\$1,777.08
2106	\$1,680.46
2107	\$927.17
2108	\$924.87
2110	\$2,395.45
2111	\$88.87
2112	\$18,908.50
2113	\$29,793.57
2114	\$20,836.19
2115	\$5,359.16
2116	\$1,591.22
2117	\$2,699.18
2118	\$12,889.63
2119	\$69.88
2120	\$70,664.50
2121	\$1,682.02
2122	\$6,415.30
2125	\$12,732.68
2126	\$5,092.44
2127	\$226.68
2130	\$326.48
2131	\$930.21
2132	\$647.48
2133	\$2,699.84
2134	\$686.14
2135	\$1,127.18
2136	\$1,847.14
2137	\$2,376.19
2138	\$72.52
2140	\$2,956.96
2141	\$6,614.68
2142	\$3,287.95
2143	\$704.16
2144	\$754.67
2145	\$24,456.06
2146	\$6,297.41
2147	\$8,536.11

2148	\$37,352.62
2150	\$5,060.72
2151	\$13,128.66
2152	\$10,093.57
2153	\$18,786.00
2154	\$485.23
2155	\$20,558.28
2156	\$3,209.16
2157	\$4,841.70
2160	\$5,702.13
2161	\$7,141.67
2162	\$1,763.41
2163	\$9,973.74
2164	\$11,508.87
2165	\$3,246.73
2166	\$8,421.20
2167	\$2,058.27
2168	\$1,104.14
2170	\$85,179.37
2171	\$4,697.27
2173	\$58,779.76
2174	\$4,752.27
2175	\$511.38
2176	\$3,123.99
2177	\$4,713.00
2178	\$8,042.19
2179	\$5,058.79
2190	\$20,190.69
2191	\$226.91
2192	\$847.57
2193	\$3,836.63
2194	\$3,871.84
2195	\$4,402.59
2196	\$5,587.74
2197	\$4,644.97
2198	\$2,806.59
2199	\$9,972.96
2200	\$14,842.58
2204	\$5,654.16
2205	\$781.41
2206	\$3,812.72
2207	\$2,179.03
2208	\$5,894.23
2209	\$7,149.96
2210	\$15,210.53
2211	\$41,752.94

2212	\$11,978.69
2213	\$55.53
2214	\$1,895.15
2216	\$2,987.63
2217	\$4,806.44
2218	\$3,634.97
2219	\$1,299.32
2220	\$14,616.76
2221	\$29,100.91
2222	\$109,224.24
2223	\$3,407.04
2224	\$1,458.00
2225	\$1,446.28
2226	\$7,498.02
2227	\$8,946.55
2228	\$5,540.05
2229	\$10,090.11
2230	\$6,899.41
2232	\$24,990.73
2233	\$22,951.00
2234	\$5,573.16
2250	\$4,130,779.91
2251	\$1,616,961.70
2256	\$420,746.24
2257	\$1,820,845.86
2258	\$494,932.75
2259	\$2,988,028.66
2260	\$653,165.30
2261	\$3,897,275.28
2262	\$736,376.24
2263	\$1,544,125.93
2264	\$997,863.26
2265	\$292,756.41
2267	\$104,761.68
2280	\$855,073.63
2281	\$210,828.13
2282	\$290,573.45
2283	\$1,262,290.30
2284	\$611,115.71
2285	\$1,194,389.02
2286	\$38,824.84
2287	\$165,107.41
2289	\$201,482.53
2290	\$1,239,200.34
2291	\$24,919.16
2292	\$140,314.87

2293	\$7,218.65
2295	\$410,606.78
2296	\$81,804.58
2297	\$7,568.21
2298	\$15,790.07
2299	\$43.00
2300	\$2,185.80
2302	\$4,610.50
2303	\$39,450.30
2304	\$353,855.78
2305	\$235,278.81
2306	\$1,015,226.11
2307	\$135,682.37
2311	\$12,212.63
2312	\$125,360.78
2315	\$175,722.85
2316	\$321,942.47
2317	\$1,508,389.37
2318	\$1,298,884.47
2319	\$471,248.58
2320	\$1,087,946.03
2321	\$451,962.94
2322	\$844,473.58
2323	\$1,514,187.56
2324	\$2,211,937.55
2325	\$1,584,539.47
2326	\$365,059.45
2327	\$479,973.35
2328	\$58,978.67
2329	\$40,604.48
2330	\$362,762.98
2333	\$673,798.76
2334	\$112,615.27
2336	\$83,993.14
2337	\$289,826.58
2338	\$142,363.36
2339	\$7,361.57
2340	\$1,989,475.76
2341	\$97,815.23
2342	\$10,394.73
2343	\$307,149.43
2344	\$61,041.05
2346	\$155,714.14
2347	\$134,481.91
2350	\$377,074.31
2352	\$1,100,124.88

2353	\$52,881.76
2354	\$161,701.31
2357	\$321,110.36
2358	\$67,635.52
2360	\$1,096,192.63
2361	\$6,017.50
2365	\$882,124.74
2369	\$18,218.97
2370	\$669,699.07
2371	\$7,873.76
2372	\$506,773.70
2379	\$2,184.58
2380	\$766,338.43
2382	\$26,411.78
2387	\$2,229.56
2388	\$59,219.01
2390	\$489,012.81
2395	\$32,714.83
2396	\$28,021.70
2397	\$18,855.38
2400	\$175,913.11
2401	\$7,302.28
2402	\$40,393.94
2403	\$54,750.09
2404	\$166,225.83
2405	\$220.72
2406	\$20,629.79
2409	\$30,609.07
2410	\$369.65
2415	\$4,238.40
2420	\$129,088.48
2421	\$10,252.88
2422	\$159,296.72
2423	\$644,139.35
2424	\$812.36
2425	\$83,231.24
2426	\$96,900.85
2427	\$148,125.04
2428	\$1,856,870.33
2429	\$490,792.57
2430	\$3,369,628.11
2431	\$382,515.61
2439	\$101,024.71
2440	\$1,074,496.33
2441	\$1,074,233.02
2443	\$1,207,217.66

2444	\$4,406,771.04
2445	\$462,812.25
2446	\$345,057.24
2447	\$1,365,939.58
2448	\$271,814.99
2449	\$35,108.37
2450	\$3,454,976.05
2452	\$1,127,555.12
2453	\$126,707.49
2454	\$198,732.52
2455	\$375,593.17
2456	\$678,616.51
2460	\$2,473,013.99
2462	\$132,651.55
2463	\$273,683.71
2464	\$476,836.47
2466	\$80,911.82
2469	\$31,139.73
2470	\$696,297.02
2471	\$60,022.32
2472	\$130,957.88
2473	\$253,998.46
2474	\$377,453.70
2475	\$4,009.55
2476	\$38,676.82
2477	\$463,087.09
2478	\$3,023,126.79
2479	\$19,440.95
2480	\$2,168,901.65
2481	\$413,888.94
2482	\$579,151.72
2483	\$42,921.88
2484	\$1,090,014.50
2485	\$2,009,972.56
2486	\$1,217,762.20
2487	\$941,295.40
2488	\$578,672.14
2489	\$235,754.15
2490	\$677.55
2500	\$24,154.61
2502	\$35,353.03
2505	\$72,604.42
2506	\$24,909.42
2508	\$2,093.29
2515	\$2,046.53
2516	\$683.29

2517	\$58.98
2518	\$47,969.96
2519	\$18,305.81
2525	\$3,052.19
2526	\$25,704.31
2527	\$597,267.53
2528	\$1,398,404.14
2529	\$1,485,689.82
2530	\$457,466.29
2533	\$135,127.72
2534	\$173,943.05
2535	\$376,759.65
2536	\$1,182,740.42
2537	\$1,243,024.50
2538	\$184,114.76
2539	\$1,195,051.63
2540	\$2,102,283.01
2541	\$2,653,365.41
2545	\$210,314.34
2546	\$474,341.10
2548	\$950,298.54
2549	\$79,494.25
2550	\$949,178.66
2551	\$402,098.98
2557	\$4,883.99
2558	\$1,524.34
2560	\$57,996.25
2564	\$2,360.94
2565	\$15,755.57
2566	\$5,672.86
2567	\$33,200.54
2569	\$95.40
2570	\$26,066.02
2571	\$2,077.99
2572	\$4,717.01
2573	\$50,424.63
2574	\$119,062.74
2575	\$232,403.17
2576	\$703,582.15
2577	\$956,129.26
2578	\$78,727.72
2579	\$165,258.89
2580	\$1,921,880.12
2581	\$86,158.95
2582	\$480,375.43
2583	\$204,439.07

2585	\$4,476.36
2586	\$170,760.69
2587	\$301,660.25
2590	\$614,940.28
2594	\$244,602.90
2618	\$249.72
2619	\$159,320.18
2620	\$990,524.24
2621	\$65,409.86
2622	\$60,676.63
2625	\$563.75
2626	\$236.24
2627	\$109,027.54
2628	\$71,124.41
2629	\$24,953.21
2630	\$237,136.58
2632	\$38,104.14
2633	\$3,949.08
2640	\$1,779,528.12
2641	\$1,256,368.71
2642	\$66,235.17
2643	\$129,357.12
2644	\$33,767.69
2645	\$3,764.05
2646	\$452,062.23
2647	\$68,068.58
2648	\$64,712.87
2650	\$1,462,688.29
2651	\$121.89
2652	\$153,606.01
2653	\$117,293.35
2656	\$8,454.65
2658	\$11,196.12
2659	\$6,919.84
2660	\$25,155.35
2663	\$306,052.01
2665	\$44,048.53
2666	\$361,311.20
2668	\$19,083.51
2669	\$74,405.46
2671	\$334,983.43
2675	\$38,957.52
2680	\$1,028,204.13
2681	\$18,228.99
2700	\$323,874.18
2701	\$43,310.48

2705	\$550,769.95
2706	\$49,264.56
2707	\$11,439.85
2710	\$213,188.51
2711	\$191,416.73
2712	\$50,902.60
2713	\$457,418.58
2714	\$136,514.78
2715	\$88,219.19
2716	\$82,224.80
2717	\$19,240.46
2720	\$727,062.46
2721	\$256.03
2722	\$82,706.86
2726	\$40,331.73
2727	\$32,010.15
2729	\$209,176.63
2730	\$16,171.11
2731	\$138,969.69
2732	\$326,209.60
2733	\$12,492.58
2737	\$60,121.57
2738	\$11,640.04
2739	\$77,527.50
2745	\$17,742.69
2747	\$7,387.08
2748	\$778.79
2749	\$8,840.55
2750	\$35,866.86
2752	\$1,536.70
2753	\$5,557.77
2754	\$25,819.23
2756	\$28,718.28
2757	\$10,881.01
2758	\$5,476.78
2759	\$366.83
2760	\$10,077.26
2761	\$6,654.70
2763	\$6,247.55
2765	\$63,717.15
2766	\$6,352.61
2767	\$4,471.52
2768	\$9,186.42
2770	\$14,967.93
2773	\$3,849.67
2774	\$9,590.67

2775	\$405.40
2776	\$16,614.51
2777	\$7,777.73
2779	\$5,207.67
2780	\$48,733.62
2782	\$8,184.43
2783	\$5,292.08
2784	\$101.65
2786	\$13,670.59
2787	\$64,080.98
2790	\$1,419,303.41
2792	\$42,336.36
2794	\$802,580.96
2795	\$2,041,083.47
2797	\$144.69
2799	\$197,249.93
2800	\$882,212.56
2804	\$201,391.61
2806	\$6,903.80
2808	\$221.11
2810	\$282,704.71
2818	\$29,871.78
2820	\$172,799.63
2821	\$100,215.21
2822	\$122,046.37
2823	\$54,577.90
2824	\$43,998.40
2825	\$176,077.82
2826	\$50.01
2827	\$328,948.58
2828	\$4,114.80
2829	\$137,577.66
2830	\$2,229,651.49
2831	\$4,972.24
2832	\$33,048.31
2833	\$20,389.11
2834	\$285,873.01
2835	\$194,277.10
2836	\$32,331.93
2838	\$58,110.62
2839	\$35,878.36
2840	\$96,109.63
2842	\$3,686.68
2843	\$60,953.99
2844	\$179,981.41
2845	\$20,862.06

2846	\$18,178.11
2847	\$13,962.23
2848	\$150,988.95
2849	\$75,662.97
2850	\$1,077,989.13
2852	\$184,264.25
2864	\$6,968.55
2865	\$22,038.34
2866	\$1,635,294.94
2868	\$0.02
2869	\$68,732.52
2870	\$635,708.18
2871	\$249,710.38
2873	\$14,185.25
2874	\$11,656.74
2875	\$704.47
2877	\$152,848.44
2878	\$421,866.45
2879	\$32,467.48
2880	\$1,120,392.65
2898	\$4,658.34
No data provided by merchant	\$758,965.55
Grand Total	\$150,005,533.10

SQ008 Community Road Safety Grants

How much funding has been provided under the Community Road Safety Grants Program in the 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

ANSWER

I am advised:

This information is published each year in the Road Safety Progress Report.

SQ009 Community Road Safety Grants

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

ANSWER

I am advised:

I refer to the response to Supplementary Question 8.

SQ010 Testers Hollow Upgrade

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?

ANSWER

I am advised:

- (a) As at 25 March 2022, \$11.15 million has been spent on this project.
- (b) Yes, the project is on budget.

SQ011 Testers Hollow Upgrade

Will the State Government contribution be increased?

- (a) If so, by how much?

ANSWER

I am advised:

The project is on track to be delivered within the current budget.

SQ012 Testers Hollow Upgrade

Has the recent rain event delayed the project?

ANSWER

I am advised:

The recent rain event has resulted in a slight delay, but completion is on track for the reportable date of January 2023.

SQ013 State Road Funding to Council

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)

ANSWER

I am advised:

TfNSW maintains State Roads and provides block grants to councils which helps them maintain Regional Roads. Councils receive a share of the total budget allocation per year based on a calculation of kilometres of road, daily traffic volumes, lengths of timber bridges and other components.

SQ014 Milton Ulladulla Bypass

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 upgrade of the Princes Highway?

ANSWER

I am advised:

Planning for the Milton Ulladulla Bypass project's concept design and environmental assessment is continuing. Construction costs for the Milton Ulladulla bypass are yet to be determined.
A total of \$1.9 billion has been committed by the Australian and NSW Governments for the Princes Highway upgrade between Jervis Bay Road and the Victorian border.
\$400 million has been allocated to the Milton Ulladulla bypass by the Australian Government. The NSW Government welcomes the Australian Government's additional \$352 million commitment announced in the 22/23 Federal Budget.

SQ015 Milton Ulladulla Bypass

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

ANSWER

I am advised:

A timeframe for construction is yet to be determined.

SQ016 Milton Ulladulla Bypass

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

ANSWER

I am advised:

Planning for the concept design and environmental assessment is continuing. This includes undertaking environmental and field and site investigations, such as geotechnical, biodiversity and Aboriginal cultural heritage investigations. The information obtained from these investigations will help inform the project as development continues.

SQ017 Milton Ulladulla Bypass

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

ANSWER

I am advised:

No start date for construction has been confirmed, and it is yet to be determined.

SQ018 Milton Ulladulla Bypass

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?

ANSWER

I am advised:

A Final Business Case will be prepared by Transport for NSW. The Australian Government has committed \$400 million towards the Milton Ulladulla bypass. There is no announced construction cost for the project. The NSW Government welcomes the Australian Government's additional \$352 million commitment announced in the 22/23 Federal Budget.

SQ019 Milton Ulladulla Bypass

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?

ANSWER

I am advised:

The Milton Ulladulla bypass options report identifies options with an impact to Meroo National Park. Transport for NSW is not aware of the reference to 1500 hectares of Meroo National Park.

SQ020 Milton Ulladulla Bypass

What is the existing condition of the road from Lake Burrill to Termeil?

ANSWER

I am advised:

The Princes Highway between Burrill Lake and Termeil is maintained in accordance with Transport for NSW's asset management standards.

SQ021 Milton Ulladulla Bypass

What is the traffic data of usage - where does it come from?

ANSWER

I am advised:

Transport for NSW has access to a range of information regarding traffic volumes and performance of the network. This includes data collected by Transport for NSW since 2018, historic traffic counts within the area and traffic data collected by Shoalhaven City Council. Transport for NSW completed additional data collection activities in early 2021. This information included surveys of local roads and intersections and was carried out throughout Milton, Ulladulla and Burrill Lake. The data collected included travel time surveys, origin and destination surveys and traffic counts.

SQ022 Milton Ulladulla Bypass

Did Shoalhaven City Council put a submission into Transport for NSW with their preferred options?

(a) If so, which options did they support?

ANSWER

I am advised:

Shoalhaven City Council provided a submission on the preferred strategic corridor, confirming general support for the preferred strategic corridor for the Milton Ulladulla bypass with the exception of the southern extent.

SQ023 Milton Ulladulla Bypass

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 publicly available?
 - i. If not, why not?
 - ii. If so, where are they published?

ANSWER

I am advised:

Transport for NSW received more than 2500 comments during the consultation period on the preferred Strategic Corridor Option. About 25 per cent of comments were about the preferred strategic corridor, and while individual submissions are not publicly available, the Consultation Summary Report was published on the project webpage in June 2021.

SQ024 Milton Ulladulla Bypass

Is the 2040 strategy for four lanes at 100kmph allowing B doubles to traverse the road the way they want to proceed?

ANSWER

I am advised:

I refer to the response to Supplementary Question 14.

SQ025 Milton Ulladulla Bypass

What is the cost per kilometre for dual four lane highways?

ANSWER

I am advised:

There are many factors that influence project costs, including but not limited to topography, property acquisition, geotechnical issues and environmental considerations.

SQ026 \$30 Million Gosford Commuter Car Park project

What is the status of the \$30 million Gosford Commuter Car Park commitment made by the Federal Government before the last election?

ANSWER

I am advised:

Transport for NSW is assisting the Australian Government to undertake early-stage development work including the identification of potential options to expand commuter car parking facilities at Gosford Station.

This work includes identification of potential sites, assessment of the viability of these sites including community impacts, alignment with other objectives, initial site investigations such as field surveys and value for money considerations. The development phase of the project has commenced and is ongoing.

A preferred option, estimated cost, potential delivery and operational dates will be determined as part of the work and are subject to further community consultation and funding approval by the Australian Government.

SQ027 \$30 Million Gosford Commuter Car Park project

Is the NSW Government surveying potential sites for conceptual designs?

ANSWER

I am advised:

Transport for NSW is currently assessing the viability of potential sites within the proximity of Gosford Station, assessing community impacts, alignment with other

objectives and value for money considerations. Site investigations, including field surveys would be undertaken once a shortlist of viable sites has been agreed.

SQ028 \$30 Million Gosford Commuter Car Park project

What sites have the NSW Government surveyed?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 27.

SQ029 \$30 Million Gosford Commuter Car Park project

What is the timeline for this project?

ANSWER

I am advised:

Potential delivery and operational dates will be determined as part of the development work and are subject to identification of a viable site, planning approval and funding release by the Australian Government.

SQ030 \$30 Million Gosford Commuter Car Park project

When was the last meeting between Transport for NSW and the Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) regarding the Gosford Car Park project?

ANSWER

I am advised:

11 March 2022.

SQ031 \$30 Million Gosford Commuter Car Park project

Has Transport NSW produced a Strategic Business Case document for this project?
(a) If so, can we be provided with a copy?

ANSWER

I am advised:

No.

SQ032 \$30 Million Gosford Commuter Car Park project

Has Transport NSW produced a Draft Development Project Proposal Report?
(a) If so, can we be provided with a copy?

ANSWER

I am advised:

Transport for NSW produced a Scoping Project Proposal Report for the Department of Infrastructure, Transport, Regional Development and Communications.
Requests for access to the Report should be directed to the Department of Infrastructure, Transport, Regional Development and Communications.

SQ033 \$30 Million Gosford Commuter Car Park project

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

ANSWER

I am advised:

To date, the Federal Government has not allocated any funding to Transport for NSW for Gosford Commuter Car Park Project.

SQ034 \$5 Million Woy Woy Commuter Car Park project

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

ANSWER

I am advised:

Friday 11 March 2022.

SQ035 \$5 Million Woy Woy Commuter Car Park project

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

ANSWER

I am advised:

Transport for NSW has reviewed the potential options to expand commuter car parking facilities at Woy Woy on behalf of the Australian Government.

The preferred site for additional commuter car spaces at Woy Woy is on Railway Street, adjacent to the existing car park. Survey work on the south-west side of the existing car park is scheduled to commence in the coming days, weather permitting. This survey work will inform development of a concept design for additional commuter car parking at the preferred site.

Timing for delivery of additional car spaces is subject to community engagement, planning approval and release of project funding by the Australian Government. The NSW Government welcomes the Australian Government's additional \$8.2 million commitment announced in the 22/23 Federal Budget.

SQ036 \$5 Million Woy Woy Commuter Car Park project

Is the NSW Government surveying potential sites for conceptual designs?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 35.

SQ037 \$5 Million Woy Woy Commuter Car Park project

What sites have the NSW Government surveyed?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 35.

SQ038 \$5 Million Woy Woy Commuter Car Park project

What is the timeline for this project?

ANSWER

I am advised:

Potential delivery and operational dates will be determined as part of the development work and are subject to identification of a viable site, planning approval and funding release by the Australian Government.

SQ039 \$5 Million Woy Woy Commuter Car Park project

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

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

ANSWER

I am advised:

No.

SQ040 \$5 Million Woy Woy Commuter Car Park project

Has Transport NSW produced a Draft Development Project Proposal Report?

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

ANSWER

I am advised:

Transport for NSW produced a Scoping Project Proposal Report for the Department of Infrastructure, Transport, Regional Development and Communications.
Requests for access to the Report should be directed to the Department of Infrastructure, Transport, Regional Development and Communications.

SQ041 \$5 Million Woy Woy Commuter Car Park project

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

ANSWER

I am advised:

To date, Federal Government has allocated \$600,000 to Transport for NSW for the scoping phase of this project.

SQ042 Wiseman's Ferry Road

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?

ANSWER

I am advised:

Applications for the full round of the Regional Road Transfer and Road Classification Review are confidential.

SQ043 Wiseman's Ferry Road

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 65.

SQ044 Bus Driver Shortages in Rural and Regional and outer Metro

What is the NSW Government doing to address bus driver shortages in rural and regional NSW?

ANSWER

I am advised:

Under the contracts between Transport for NSW and rural and regional bus operators it is the operator's responsibility to employ bus drivers, including any attraction and retention initiatives.

Transport for NSW has provided a range of support to bus operators during the COVID-19 pandemic, including paying for the installation of bus driver screens, paying for additional cleaning, maintaining all timetabled services across regional NSW, and supplying rapid antigen tests to bus operators to support them in exercising an essential worker exemption for school bus services.

SQ045 Bus Driver Shortages in Rural and Regional and outer Metro

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?

ANSWER

I am advised:

Since 1 January 2022, 2,645 bus services, including 146 school bus services, have been cancelled due to workforce shortages across Regional NSW and outer metropolitan areas; including Newcastle, the Hunter Valley, Wollongong, the Central Coast and Blue Mountains.

The vast majority of the cancellations have been due to illness and compliance with isolation requirements associated with the COVID-19 pandemic and the associated Public Health Orders.

When a trip is cancelled, operators prioritise school services and provide replacement services where possible to reduce the overall impact on customers.

Since 1 January 2022, Transport for NSW has received 45 complaints related to driver shortages.

SQ046 Bus Driver Shortages in Rural and Regional and outer Metro

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 63.

SQ047 Bus Driver Shortages in Rural and Regional and outer Metro

Has the NSW Government considered lowering the age of driving public passenger vehicles to under 21?

ANSWER

I am advised:

The Passenger Transport (General) Regulation 2017 requires applicants for a bus driver authority to be at least 20 years of age, amongst other requirements. In considering any request to change to the requirements of the Regulation, consideration would need to be given to the safety implications and the need for additional training.

SQ048 Bus Driver Shortages in Rural and Regional and outer Metro

Has the NSW Government considered providing traineeships or other training incentive schemes for young people to enter the industry from school?

ANSWER

I am advised:

I refer you to the response to Question on Notice 63.

SQ049 Zero Emission Bus Transition Strategy

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?

ANSWER

I am advised:

The Zero Emission Bus Transition Strategy identified there are a range of bus types operating across the State. Transport for NSW is engaging with suppliers to understand capability and timeframes for the delivery of a range of zero emission buses beyond the two door battery electric buses currently available on the Transport for NSW Bus Panel. Initial feedback from suppliers indicates the market is confident it can supply electric school buses in the coming years. Key to the successful introduction of Zero Emission Buses in rural and regional areas will be trials of both battery electric and hydrogen buses, to ensure the proposed replacement vehicles provide the same or better service coverage as diesel buses.

SQ050 Zero Emission Bus Transition Strategy

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?

ANSWER

I am advised:

The Zero Emission Buses Project is currently developing plans for the most sustainable transition of the State's bus fleet. This includes the sustainable disposal of existing assets. Transport for NSW will be working closely with industry to help facilitate this process.

SQ051 Zero Emission Bus Transition Strategy

What assistance will be available for privately owned depot upgrades as part of the Government's Zero Emission Bus Transition Strategy?

ANSWER

I am advised:

The Zero Emission Buses project is currently developing plans for a statewide transition to Zero Emissions Buses and the required conversion of depots to support this. These plans include both public and private depots. Significant engagement with operators and suppliers is being undertaken to help inform this planning and includes consideration of different funding options that may be implemented to assist with the transition. Once finalised, these plans will be shared with industry.

SQ052 Zero Emission Bus Transition Strategy

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?

ANSWER

I am advised:

The Zero Emission Buses project is currently developing plans for a statewide transition to Zero Emissions Buses, including regional, rural and remote areas. Transport for NSW understands there are a range of requirements that need to be considered for depots operating in Regional NSW. This is reflected in the Zero Emission Bus Transition Strategy which noted a heavier focus on regional areas in the later years following a strategic review of emerging technologies and learnings from early regional deployments.

SQ053 Zero Emission Bus Transition Strategy

What is the NSW Government going to do about addressing the expected life and maximum age limits of ZEB's?

ANSWER

I am advised:

The Zero Emission Buses project is currently engaging with industry to understand the capability and limitations of Zero Emission Buses. This includes understanding the life expectancy of these new buses and what options are available that may extend the life of a bus, including consideration for key components such as electric batteries which have a different life when compared to a bus chassis. These investigations are still underway.

SQ054 Zero Emission Bus Transition Strategy

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

ANSWER

I am advised:

The Zero Emission Bus Transition Strategy notes an increased focus on regional areas in the later stages of the transition. This will allow time for a strategic review of emerging technologies. Transport for NSW understands that for remote regional and rural areas battery electric buses may not be the appropriate solution and will investigate new technologies and carry out trials to help determine the best technology option.

The Zero Emission Bus project is also engaging with energy providers to understand market capacity and future energy plans for NSW.

SQ055 EV Charging Stations

What are you doing to ensure regional NSW has adequate electric vehicle charging stations across the state?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ056 EV Charging Stations

The NSW Government Electric Vehicle Master Plan maps out the optimal zones for charging infrastructure to be installed in 100km 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?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ057 EV Charging Stations

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?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ058 EV Charging Stations

What is the NSW Government doing to boost uptake of EVs in regional NSW?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ059 EV Charging Stations

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?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ060 EV Charging Stations

How many electric vehicle recharge stations are planned or proposed for each NSW electorate? Please disaggregate by electorate.

- (a) Where will these be located?

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ061 EV Charging Stations

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.

ANSWER

I am advised:

This is a matter for the Treasurer and Minister for the Environment.

SQ062 Level Crossings

Has the Minister written to the Federal Government to raise his concerns about level crossing safety?

ANSWER

I am advised:

State and Federal Governments are working together to ensure better safety at level crossings in NSW.

SQ063 Level Crossings

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 Faraway briefed about this request when taking over the portfolio?

ANSWER

I am advised:

I refer to the response to Supplementary Question 62

SQ064 Level Crossings

Does the NSW Government consider level crossings as a priority?

ANSWER

I am advised:

Yes. Level crossing safety is a very important area of focus for the NSW Government and part of the effort to achieve the Future Transport 2056 commitment of zero fatal and serious injuries on the transport network. The NSW Government is committed to investigating and delivering improved level crossing safety and will continue to work closely with rail managers, rail operators, the Federal Government and road managers to achieve this as a high priority.

SQ065 Level Crossings

What actions has the NSW Government taken to improve level crossing safety?

ANSWER

I am advised:

Since 2011, the NSW Government has spent over \$73 million through the Level Crossing Improvement Program to make level crossings in NSW safer, with the majority of funding going to Regional NSW.

In April 2021, the NSW Government published the Level Crossing Strategy Council Strategic Plan 2021-2030, to further improve the safety of level crossings and ultimately create a safe and efficient transport system in NSW.

Transport for NSW hosted an international symposium in October 2021 with government representatives from the Canadian, New Zealand and the United Kingdom, Australian agencies and industry rail partners to explore the potential for technologies to improve safety across the road and rail network. The symposium informed Transport for NSW's focus on partnering with industry to trial innovative systems to improve safety at NSW level crossings.

SQ066 Level Crossings

What actions will the NSW Government take in the next 3 months to improve level crossing safety?

ANSWER

I am advised:

The NSW Government plans to deliver level crossing safety initiatives through the Level Crossing Improvement Program, including a major level crossing upgrade including installation of high-intensity LED lights, bells and retro-reflective boom gates, a 'Don't rush to the other side' level crossing education campaign burst in regional NSW to provide a timely reminder to motorists that level crossings should not be approached with complacency as well as two level crossing awareness and enforcement campaigns to raise motorists' awareness of the safety risks at level crossings and the need to comply with the road rules.

SQ067 Level Crossings

What actions will the NSW Government take in the next 12 months to improve level crossing safety?

ANSWER

I am advised:

In addition to the activities provided in SQ066, the NSW Government will conduct level crossing trials, Transport for NSW will report on the effectiveness of the technology trials to improve safety at level crossings.

The trials will be continually monitored for insights to inform Transport's approach and the trial report recommendations will guide further deployment of technology at NSW level crossings.

SQ068 Level Crossings

Has the Minister met with Maddie Bott?

ANSWER

I am advised:

No.

SQ069 Level Crossings

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?

ANSWER

I am advised:

Both the NSW National Party and Western Australian National Party consider level crossing safety to be a priority in the regions.

SQ070 Level Crossings

Has the Minister met with any industry leaders to discuss basic maintenance at level crossing sites?

ANSWER

I am advised:

The Minister has meet a number of Rail Industry leaders.

SQ071 Level Crossings

When will the Minister announce real action to improve crossings?

ANSWER

I am advised:

I refer you to the responses to Supplementary Questions 64 and 65.

SQ072 Level Crossings

Does the Minister have access to ALCAM data? (Australian Level Crossing Assessment Model)

ANSWER

I am advised:

Transport for NSW has access to ALCAM database

SQ073 Level Crossings

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?

ANSWER

I am advised:

The NSW Government is represented on the National ALCAM Committee by two Transport for NSW representatives, who provide regular updates to the NSW Level Crossing Strategy Council on the development and enhancement of the ALCAM and other initiatives undertaken by the National ALCAM Committee.

SQ074 Level Crossings

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?

ANSWER

I am advised:

This funding has been fully allocated and the cost of each project will be finalised at the end of 2021-22 and published in the Level Crossing Strategy Council Yearly Report 2021-22 on the Transport for NSW website.

SQ075 Level Crossings

Will funding be increased in 2022-23 to upgrade level crossings?

ANSWER

I am advised:

Transport for NSW's Transport Infrastructure Plan provides Level Crossing Improvement Program \$7.3 million in funding each financial year to 2025-26.

SQ076 Level Crossings

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.

ANSWER

I am advised:

The Speed Reduction at Level Crossing Program is currently underway from 2020-21 to 2022-23. Speed limits on approach to level crossings actively controlled by flashing lights or flashing lights and boom gate will be set to a maximum of 80km/h. To date, 51 out of an estimated 110 active level crossings have had the approach speed limit reduced. It is expected that a further 12 sites will have speed zones reduced before the end of this financial year, with the remaining sites scheduled for completion in 2022-23.

The program is on track to be completed on schedule by June 2023.

SQ077 Level Crossings

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?

ANSWER

I am advised:

Transport for NSW is investigating which emerging technologies could be applied to improve level crossing safety. Engagement is underway with industry and international experts to gain insights into further potential options for level crossing safety improvements.

SQ078 Level Crossings

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?

ANSWER

I am advised:

I refer you to the responses to Supplementary Questions 64 and 65.

SQ079 Level Crossings

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?

ANSWER

I am advised:

I refer you to the response Supplementary Question 75.

SQ080 Level Crossings

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?

ANSWER

I am advised:

Transport for NSW intends to undertake an evaluation of the Level Crossing Improvement Program after the completion of the current three-year program in 2022-23.

SQ081 Level Crossings

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?

ANSWER

I am advised:

The Council is an NSW interagency forum that coordinates level crossing safety initiatives by rail infrastructure managers, road managers and other key stakeholders which meets every two months. The Council is chaired by Transport for NSW and comprises executive representation from:

- Transport for NSW
- Australian Rail Track Corporation
- UGL Regional Linx Pty Ltd
- Local Government NSW
- NSW Police Force
- NSW TrainLink
- Sydney Trains

The Council provides the Level Crossing Strategy Council Yearly Reports each year to inform Ministers of the level crossing safety initiatives delivered by the Level Crossing Improvement Program and members agencies. These reports are available on the Transport for NSW website.

SQ082 Level Crossings

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?

ANSWER

I am advised:

Yes.
The Infrastructure and Transport Senior Officials Committee aims to meet twice-yearly and is comprised of:
Mr Simon Atkinson (Commonwealth)
Mr Rob Sharp (New South Wales)
Mr Paul Younis (Victoria)
Mr Neil Scales (Queensland)
Mr Tony Braxton-Smith (South Australia)
Mr Peter Woronzow (Western Australia)
Mr Kim Evans (Tasmania)
Mr Andrew Kirkman (Northern Territory)
Ms Alison Playford (Australian Capital Territory)

SQ083 Level Crossings

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?

ANSWER

I am advised:

There is an International Level Crossing Awareness Day which has been held every year since 2009. ILCAD is a worldwide initiative to improve awareness of level crossing safety. This initiative has been spearheaded by the International Union of Railways and observed by more than 40 countries in the world including Australia.

SQ084 Taxi Reform

What has the NSW Government done to assist country taxi operators to survive?

ANSWER

I am advised:

In addition to more than \$145 million paid out under the previous industry assistance schemes, the NSW Government has delivered a \$12.6 million support package for the industry to keep people in jobs and ensure taxis remain on the road, especially in rural and regional areas.

Owners of taxis registered as at 1 May 2020 were eligible for \$2,900 for each taxi, which equates to a six-month subsidy of CTP insurance, registration, and other on-road costs. An additional \$1.55 million was reserved to support holders of annual renewable taxi licences by providing \$7,000 to each licence holder.

The NSW Government also waived the first \$500 of the 2018-19 authorisation fees for all authorised taxi and booking service providers and no CPI increase applied to authorisation fees collected in early 2021.

SQ085 Taxi Reform

What additional support will the NSW Government provide for taxi operators in regional NSW?

ANSWER

I am advised:

The NSW Government is finalising its financial assistance package to support the point to point industry. The NSW Government is committed to ensuring that the support package will be fair and equitable. Additionally, the NSW Government will provide \$50 million over ten years in additional funding to the Point to Point Transport Commissioner to further boost safety for regional customers.

SQ086 Taxi Reform

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?

ANSWER

I am advised:

The Minister is regularly briefed by Transport for NSW representatives in relation to the Point to Point industry.

SQ087 Taxi Reform

Is additional support available for disability accessible cabs?

ANSWER

I am advised:

Operators of Wheelchair Accessible Taxis are eligible for free taxi licences from the Point to Point Transport Commissioner. Transport for NSW also offers an interest free loan scheme to taxi operators to purchase and modify new and additional wheelchair accessible taxis. These loans are designed to assist in increasing the availability in areas of high demand where insufficient wheelchair accessible taxis are currently available.

In addition, drivers of Wheelchair Accessible Taxis providing services to a Taxi Transport Subsidy Scheme passenger are eligible to claim the Wheelchair Accessible Taxi Driver Incentive Scheme payment of \$15 plus GST for each eligible journey. The Driver Incentive Scheme payment is provided to support drivers for the additional time it takes to assist and secure a wheelchair passenger.

SQ088 Taxi Reform

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?

ANSWER

I am advised:

Transport for NSW is considering feedback provided by stakeholders during taxi industry consultation. Transport for NSW will continue to work with key industry stakeholders in finalising the reforms and assistance package.

SQ089 Taxi Reform

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?

ANSWER

I am advised:

All relevant Ministers have been engaged in the Point to Point transport reforms.

SQ090 Taxi Reform

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 89.

SQ091 Taxi Reform

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?

ANSWER

I am advised:

The NSW Government is finalising its financial assistance package to support the point to point industry. The NSW Government is committed to ensuring that the support package will be fair and equitable. All revenue collected via the Passenger Service Levy will be used to provide further assistance to taxi licence owners.

SQ092 Taxi Reform

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?

ANSWER

I am advised:

Transport for NSW and the Point to Point Transport Commissioner will work together on developing Local Point to Point Transport Plans in areas that are identified as being at significant risk of losing their taxi services. These Local Point to Point Transport Plans will identify both short-term and long-term transport alternatives for local communities. The plans will consider all transport options available within the local area and work with transport operators to deliver appropriate services that meet the needs of the community.

SQ093 Taxi Reform

What work has Transport for NSW done to identify areas at risk?

ANSWER

I am advised:

Transport for NSW has undertaken analysis of the travel patterns for participants in the Taxi Transport Subsidy Scheme across NSW. In conjunction with the Point to Point Transport Commissioner, Transport for NSW is also surveying taxi service providers, local councils, disability support services

and community transport operators to understand the needs of local communities and the overall demand within any area deemed at significant risk. Additional data to supplement this work is now being obtained through the new Taxi Transport Subsidy Scheme Smartcard.

SQ094 Taxi Reform

Has the Minister met with the NSW Taxi Council?
(a) If not, when will you meet with them?

ANSWER

I am advised:

Yes.

SQ095 Taxi Reform

Has the Minister signed the NSW Taxi Industry Pledge?
(a) Why not?

ANSWER

I am advised:

I have not signed the NSW Taxi Industry Pledge. I have met and discussed this with the Taxi Council.

SQ096 Taxi Reform

What incentives will the NSW Government offer wheelchair accessible taxi owners following the implementation of the taxi industry reform package?

ANSWER

I am advised:

As identified in the recommendations of the Independent Review of Point to Point Transport, the NSW Government is considering options related to operation costs of Wheelchair Accessible Taxis. This includes the costs of registration and insurance.

SQ097 Taxi Reform

Will the government guarantee no loss of wheelchair accessible taxis in regional areas as a result of the taxi industry reform package?

ANSWER

I am advised:

I refer to the response to Supplementary Question 92.

SQ098 Faster Rail Strategy

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?

ANSWER

I am advised:

I refer you to the response provided to Question on Notice 20.

SQ099 Faster Rail Strategy

How much did the Government pay Mr McNaughton personally for his work?

- (a) How much work did he personally do towards it?

ANSWER

I am advised:

This is a matter for the Minister for Enterprise, Investment and Trade; Minister for Tourism and Sport; Minister for Western Sydney as Investment NSW appointed Professor McNaughton.

SQ100 Faster Rail Strategy

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?

ANSWER

I am advised:

The panel met on eight occasions and was led by Professor McNaughton and comprised senior representatives from Investment NSW, Department of Planning, Industry and Environment, Greater Sydney Commission, Transport for NSW, Infrastructure NSW and Treasury.

The participants were not remunerated as part of their participation on the Fast Rail Panel.

SQ101 Faster Rail Strategy

The former Minister previously told us during the March 2020 budget estimates hearing that he had seen the report. Has Minister Farraway seen it?

- (a) Has the Minister had any briefings about this project?

ANSWER

I am advised:

Transport for NSW is currently finalising the Fast Rail Strategy. Transport for NSW provides regular briefings on matters in the Regional Transport and Roads portfolio, including Fast Rail.

SQ102 Faster Rail Strategy

Did the Minister attend the recent AusRail Conference?
(a) If not, did anyone from Transport for NSW attend?
i. If so, whom?

ANSWER

I am advised:

No. A range of Transport for NSW employees attended the Conference including the Secretary as well as representatives from Parramatta Light Rail, Regional Development and Regional Property and Asset Renewal.

SQ103 Faster Rail Strategy

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?

ANSWER

I am advised:

Fast Rail represents a significant investment, which will be achieved through a staged delivery approach. This approach ensures fast rail delivers incremental benefits, with frequency and journey-time improvements delivered in the short term while planning and construction on new fast rail lines to take place over the medium to longer term.

SQ104 Faster Rail Strategy

When will meaningful work will commence on faster rail to regional NSW?

ANSWER

I am advised:

Work is underway to progress planning for each of the four identified routes, with an initial \$298 million allocated over four years to continue detailed investigations, including business case development.

Final business cases will involve extensive environmental, engineering and land use studies, along with community and industry consultation, to inform specific rail alignments, station locations and rolling stock specifications.

SQ105 The 2018 Greater Newcastle Future Transport Plan

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?

ANSWER

I am advised:

This is a matter for the Minister for Environment and Heritage.

SQ106 The 2018 Greater Newcastle Future Transport Plan

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?

ANSWER

I am advised:

This is a matter for the Minister for Environment and Heritage.

SQ107 The 2018 Greater Newcastle Future Transport Plan

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...”?

ANSWER

I am advised:

Transport for NSW identified four potential routes, including a northern route linking Greater Sydney, the Central Coast and Newcastle.
Work is underway to progress planning across these four routes, with an initial \$298 million allocated over four years. This planning will consider a range of options to reduce travel times along the Northern route including new alignments. Project details such as scope, timing, costs and benefits will be assessed through further planning, business case assessment, community consultation and stakeholder engagement.

SQ108 The 2018 Greater Newcastle Future Transport Plan

Can TfNSW advise if a more reducing track curvature has been given between Morisset and Dora Creek?

ANSWER

I am advised:

I refer to the response to Supplementary Question 107.

SQ109 The 2018 Greater Newcastle Future Transport Plan

Can TfNSW advise if a more reducing track curvature has been given between Dora Creek and Awaba?

ANSWER

I am advised:

I refer to the response to Supplementary Question 107.

SQ110 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

One of the project objectives is to facilitate access to the planned Eurobodalla Health Service site and the preferred strategic corridor would improve emergency access, reliability and response times from all directions, including those within Moruya township.

SQ111 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

The preferred strategic corridor was found, on balance, to best meet the project objectives. The technical report on the value management process is available on the project website.

SQ112 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

The difference between the March 2019 \$1.5 billion amount and the \$1.9 billion amount in November 2021 is attributed to a further commitment by the Australian Government of \$400 million to support the environmental assessment, concept design and construction for the Jervis Bay Road to Hawken Road upgrade.

SQ113 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

The corridor selection process considered a long list of route options. The Strategic Corridor Workshops Report that has been released as part of the additional consultation that Transport is currently undertaking with community on the three shortlisted corridors, can be found on the project website. All shortlisted bypass corridor options provided improved travel time to the new hospital, when compared to the existing Princes Highway.

SQ114 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

The Strategic Flood Study reports prepared by Rhelm is planned for release in April 2022. These reports include details of existing conditions, sensitivity testing and options assessment and impacts report.

SQ115 Princes Highway – Milton Ulladulla Action Group

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?

ANSWER

I am advised:

Transport for NSW’s traffic analysis included consideration of current and future development planned for the area, based on information contained within Shoalhaven City Council’s strategic traffic model.

SQ116 Princes Highway – Moruya Bypass Action Group

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?

ANSWER

I am advised:

While the Co-Design Committee did not recommend a preferred option for a future upgrade of the Princes Highway at Burrill Lake or a preferred southern connection for the Milton Ulladulla bypass, Transport did receive valuable insights and feedback from the Committee. The Co-Design process enabled a deeper understanding of the values of the community for the area and the impacts and benefits various route options would have from a local perspective. Transport for NSW is now considering this feedback and investigating options for the southern connection of the Milton Ulladulla bypass at Burrill Lake.

SQ117 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

This is a matter for Transport for NSW, who have responded directly to the co-design Committee.

SQ118 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

Transport for NSW has been in contact with the Burrill Lake Co-Design Committee members following their resignation.
On 9 December 2021, Transport for NSW representatives attended a community meeting at the invitation of the Burrill Lake Community Association in Ulladulla to further listen to their concerns.

SQ119 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 116.

SQ120 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

The scope of the Burrill Lake Co-Design Committee was confirmed at the initial Co-Design meeting. Suggestions for changes to the Milton Ulladulla bypass corridor were out of scope.

However, Transport for NSW presented a range of draft options, and the Committee was encouraged to suggest refinements, as well as in-scope Committee options. These were developed for further discussion and assessment during the co-design process.

SQ121 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

The co-design report is planned to be released in mid-2022.

SQ122 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

What is Transport's preferred option?

ANSWER

I am advised:

The preferred corridor for the Milton Ulladulla bypass was announced on 18 June 2021. It broadly aligns with the bypass route shown within the Shoalhaven Local Environmental Plan. Planning for the Milton Ulladulla bypass project's design and environmental assessment is continuing.

SQ123 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

Has the Minister been briefed on TfNSW's preferred Option?

- (a) When will it be displayed
- (b) How long will it be displayed for?

ANSWER

I am advised:

The preferred strategic corridor was displayed to the community for feedback between November 2020 and February 2021.

SQ124 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

The co-design report is planned to be released in mid-2022.

SQ125 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

No.

SQ126 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

Has the Minister met with the members of the Burrill Lake or Tabourie communities?

(a) If not, when will the Minister met with them?

ANSWER

I am advised:

No, I have not met with the members of the Burrill Lake or Tabourie communities. However, my door is always open to any stakeholder within the Regional Transport and Roads portfolio.

SQ127 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

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?

ANSWER

I am advised:

Confidentiality agreements are managed by Transport for NSW. Transport for NSW will make determinations in line with their obligations.

SQ128 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

What additional action is the NSW Government taking to ensure that the Milton-Ulladulla bypass project is completed in a safe and timely manner?

ANSWER

I am advised:

Refer to Supplementary Question 16.

SQ129 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

Can additional funds be allocated by the NSW Government for including the Burrill Lake and Lake Tabourie as part of this project?

ANSWER

I am advised:

Planning for the Princes Highway upgrade between Burrill Lake and Batemans Bay is underway. Funding decisions for construction will be made once planning is finalised.

SQ130 Dispute Notice from and Resignations of Burrill Lake Co-Design Committee

\$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 it 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?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 14.

SQ131 Preschool Drive Subsidy Pilot

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?

ANSWER

I am advised:

The Preschool Drive Subsidy Pilot commenced this year and was designed to evaluate how to best to support families living in remote and very remote NSW to access preschool education.

Changes to the distance eligibility criteria was considered and implemented following the start of the school year when families were able to provide feedback on the impact of the criteria on accessibility to the pilot.

The modelling for the pilot was based on data from the Australian Bureau of Statistics which indicated there were about 1,800 eligible children in this age group.

SQ132 Preschool Drive Subsidy Pilot

How many students at the preschools have siblings and thus would not be eligible for the program?

ANSWER

I am advised:

Having a sibling already enrolled in a school does not affect eligibility for the pilot.

SQ133 Preschool Drive Subsidy Pilot

Why are the number of days the students are eligible based on a minimum guarantee?

ANSWER

I am advised:

Payments to families have been capped at 86 days per school year. A maximum of 86 days has been identified as the minimum required to achieve the recommended 600 hours of preschool education before starting formal schooling.

SQ134 Preschool Drive Subsidy Pilot

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?

ANSWER

I am advised:

- (a) The change was agreed to by the agencies in February 2022.
- (b) The guideline change was communicated to the Isolated Children's Parents' Association to disseminate to their members.
- (c) The change is also being communicated directly to families by participating preschools.

SQ135 Preschool Drive Subsidy Pilot

When will the eligibility guidelines be updated on the Transport for NSW website?

ANSWER

I am advised:

Changes to the information on the website are in progress.

SQ136 Preschool Drive Subsidy Pilot

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?

ANSWER

I am advised:

SQ136 Preschool Drive Subsidy Pilot

As at 4 April 2022, 41 applications have been received.

- a) 41.
- b) None.
- c) None.
- d) Not applicable.

SQ137 Outer-Metropolitan Bus Service Contracts – Central Coast

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?

ANSWER

I am advised:

In 2020-21, Transport for NSW undertook direct negotiations for 11 Outer Metropolitan contract regions, including Regions 6 and 7. The process was modelled on the ICAC Direct Negotiation Guidelines and it was clear that competitive procurement would be undertaken if commercial agreement could not be reached through direct negotiations. Agreement was reached with 9 of 11 regions representing a wide range of business sizes and operating entities. Procurement details will be confirmed before the release of tenders. The procurement will be structured to attract a wide range of operators.

SQ138 Outer-Metropolitan Bus Service Contracts – Central Coast

Why does the Government have a policy of favouring big multinational operators over local family small businesses?

ANSWER

I am advised:

Transport for NSW contracts with a diverse range of bus operators across NSW, the vast majority of which are small family businesses.

SQ139 Outer-Metropolitan Bus Service Contracts – Central Coast

Why did the tender process that was scheduled in late 2021 not go ahead?

ANSWER

I am advised:

I refer to the response to Question on Notice 47.

SQ140 Outer-Metropolitan Bus Service Contracts – Central Coast

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?

ANSWER

I am advised:

- a) Notification to potential tenderers concerning arrangements for the Transport for NSW Bus Procurement Pipeline, covering bus regions across Greater Sydney and Outer Metropolitan areas.
- b) This amendment did not relate to Outer Metropolitan bus contract procurement.
- c) This amendment did not relate to Outer Metropolitan bus contract procurement.
- d) No.
- e) Not applicable.
- f) I refer to the response to Question on Notice 47.
- g) I refer to the response to Question on Notice 47.

SQ141 Charter Sector and School Extracurricular Activities

What actions has the NSW Government taken to help the bus and coach industry survive through COVID?

ANSWER

I am advised:

I refer to the response to Question on Notice 18.
Additionally, during the height of the Public Health Orders in 2021, bus and coach operators were provided alternative methods of compliance with the inspection requirements under the Heavy Vehicle Inspection Scheme on eligible vehicles. Small buses which required an inspection under the Heavy Vehicle Inspection Scheme for registration renewal were also eligible to undertake a Heavy Vehicle Authorised Inspection Station third party provider inspection instead.

SQ142 Charter Sector and School Extracurricular Activities

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?

ANSWER

I am advised:

Under the Bus Operator Accreditation Scheme, an applicant may apply for accreditation as an individual, a partnership or a corporation, including an association or a co-operative.
As a corporation the ACN is required to be provided, however Transport for NSW does not require the ABN as part of the accreditation.

SQ143 Charter Sector and School Extracurricular Activities

Other states allowed their bus operators to park up their buses and pause their registration, why didn't that happen in NSW?

ANSWER

I am advised:

Transport for NSW offered a number of forms of assistance including shorter term renewals, options for operators to cancel registrations for parked up vehicles with appropriate refunds (including CTP) as well as the return of plates and re-establish registrations when appropriate and listed the costs involved of re-establishing a registration.

SQ144 Electronic Ticketing System for Regional NSW

What are the Government's plans in relation to procurement and introduction of electronic ticketing services for bus services in NSW?

ANSWER

I am advised:

In accordance with the Future Transport Technology roadmap released in 2021, Transport for NSW will be trialling the use of contactless credit/debit card payments on board regional buses.

Extensive customer research, marketing sounding, design and procurement activities have been undertaken over the last 12 months, and Transport for NSW looks forward to outlining plans to deliver this trial shortly.

SQ145 Electronic Ticketing System for Regional NSW

What are some of the challenges the NSW Government are having with the project?

ANSWER

I am advised:

Delivering any integrated ticketing system within a regional bus environment is challenging. There are technology integration complexities, harsh environmental conditions, and various bus configurations which require a bespoke approach to installation of hardware.

Additionally, each regional bus operator currently sets their own fares and has implemented their own method to take payment, therefore comprehensive change management is required to ensure the successful adoption of the technology by customers as well as bus operators.

SQ146 Waterfall Station and South Coast Line

What is the estimated cost of the work underway at Waterfall station to accommodate the Maryung fleet?

- (a) What expenditure on this project was incurred in 2019-20
- (b) What expenditure on this project was incurred in 2020-21
- (c) What expenditure on this project is due to be incurred in 2021-22
- (d) What expenditure on this project is due to be incurred in 2022-23

ANSWER

I am advised:

This is a matter for the Minister for Transport.

SQ147 Waterfall Station and South Coast Line

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?

ANSWER

I am advised:

This is a matter for the Minister for Transport.

SQ148 Waterfall Station and South Coast Line

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?

ANSWER

I am advised:

This is a matter for the Minister for Transport.

SQ149 Waterfall Station and South Coast Line

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?

ANSWER

I am advised:

This is a matter for the Minister for Transport.

SQ150 Waterfall Station and South Coast Line

When may Mariyung fleet trains be placed in revenue service on the South Coast line?

ANSWER

I am advised:

This is a matter for the Minister for Transport.

SQ151 New Regional Fleet

How will these new trains work with the differing loading gauge and platform heights existing in New South Wales and Australian rail systems?

ANSWER

I am advised:

This information is publicly available on the Transport for NSW website.

SQ152 New Regional Fleet

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?
(a) If so would you please provide details of modifications required?

ANSWER

I am advised:

The dimensions of the new fleet will be in line with the existing fleet. Space inside the carriage will be maximised to improve customer experience by accommodating wider seats and aisles, as well as accessibility for customers with mobility aids. Some enabling work will be undertaken to prepare the fleet for operations. At this stage, the enabling work scope is still in development. The new regional fleet is being designed to effectively operate on the current network.

SQ153 New Regional Fleet

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?

ANSWER

I am advised:

The new fleet design process is still underway.

SQ154 New Regional Fleet

Will there be trains operating overnight between Sydney/ Melbourne and Sydney/Brisbane?
(a) If so, why are no sleeping cars being provided?
(b) Will passengers be expected to sit up for around twelve hours on an overnight journey?

ANSWER

I am advised:

Research undertaken by Transport for NSW indicated that where the fleet's first-class features were improved, there would be less demand for sleeper carriages. The new fleet's premium class offers considerable improvements over the current first-class services. The shift from current two-by-two to a two-by-one seating configuration will allow for wider, more spacious seating.

SQ155 New Regional Fleet

Why are these new trains not provided with TILT capability to dramatically reduce journey times, even though CAF can provide TILT trains?

ANSWER

I am advised:

The new fleet will be capable of speeds of up to 160km/h. Actual train speeds depend on other factors, for example the track, station and platform infrastructure, network speeds and other freight and passenger services using the corridor.

SQ156 Signage on the New England Highway at Maitland

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?

ANSWER

I am advised:

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

SQ157 Signage on the New England Highway at Maitland

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?

ANSWER

I am advised:

Transport for NSW rectified an error on one sign within a week of being notified via correspondence.

SQ158 Signage on the New England Highway at Maitland

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 157.

SQ159 Community Awareness of 40km when Lights Flash

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?

ANSWER

I am advised:

The Transport for NSW Safety Around School Buses working group endorsed six key priority initiatives to further reduce the likelihood and consequence of serious incidents after a school child alights from a bus. The initiatives are:

- Improve data and insights
- Regional and Outer Metropolitan School Bus Safety Pilot
- Crash investigations process review
- Explore technology to detect and visually warn pedestrians of danger
- Additional public campaigns
- Bus operator safety training.

The bus operator safety training project has delivered videos, including case studies, and supporting content for bus operators and bus drivers focusing on what they can do to make informal bus stops as safe as possible and what risk management processes can be applied effectively. The collateral is available in the Bus Safety Hub to which all operators have access.

Since July 2018, bus flashing lights messaging has also been incorporated into the wider School Zones campaign at the beginning of each school term. The target audience is NSW drivers, parents and carers and road safety partners and stakeholders, including school sectors.

The Centre for Road Safety analyses a wide range of information including crash data to help develop practical solutions that improve road safety in this State, including around school buses.

Analysis undertaken by the Centre for Road Safety of crashes around school buses between 2015 and 2020 identified that

SQ160 Lower Hunter Freight Corridor

What is the length of the proposed rail link?

ANSWER

I am advised:

30km

SQ161 Lower Hunter Freight Corridor

What is a broad estimate of the cost of the project and what are the expected benefits?

ANSWER

I am advised:

Cost is subject to a business case.
The benefits of the rail link include freeing up the Newcastle passenger rail network, relief from freight trains blocking level crossing, improved efficiency for rail freight movements with commensurate time and cost savings.

SQ162 Lower Hunter Freight Corridor

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?

ANSWER

I am advised:

Transport for NSW are currently collating the community submissions. Once complete, a Consultation Outcomes Report will be available on their website.

SQ163 Jenolan Caves Road

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?

ANSWER

I am advised:

I have been briefed regularly on the progress of the restoration of Jenolan Caves Road since January 2022.

I refer to the responses to Question on Notice 61 and 62.

SQ164 Jenolan Caves Road

When will the contract be awarded for the downslope restoration work at Hampton?

ANSWER

I am advised:

Detailed design for the slope repair of Jenolan Caves Road at Hampton is expected to be completed in April 2022. A date for the award of the contract will be determined after this time.

SQ165 Jenolan Caves Road

When will the contract for work to repair a 70m section between Jenolan Caves Road and the Blue Lake be issued?

ANSWER

I am advised:

The contract is expected to be awarded in April 2022.

SQ166 Jenolan Caves Road

Has the Minister met with any community groups in relation to the road closures?

ANSWER

I am advised:

No, I have not met with any community groups in relation to the road closures. However, my door is always open to any stakeholder within the Regional Transport and Roads portfolio.

SQ167 Jenolan Caves Road

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)?

ANSWER

I am advised:

Transport for NSW does not hold this information in this form.

SQ168 Jenolan Caves Road

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 62.

SQ169 Jenolan Caves Road

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?

ANSWER

I am advised:

Ms Jodi Anderson is the Director of Jenolan Caves Reserve Trust. Transport for NSW was not a party to the correspondence.

SQ170 Jenolan Caves Road

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?

ANSWER

I am advised:

The Jenolan Caves Blue Lake Restoration and Walks project is not a Transport for NSW project.

SQ171 Jenolan Caves Road

What actions were taken in relation to the Jenolan Environment Protection Committee warnings about the dangers of the 5 Mile Hill Road?

ANSWER

I am advised:

Transport for NSW is not aware of the specifics of the contact by the Committee. However, Transport for NSW regularly inspects Jenolan Caves Road. Following specific roadside slope inspections each individual slope is given an Assessed Risk Level rating in accordance with Transport for NSW's Guide to Slope Risk Analysis 2014. Depending on the rating, a specific Slope Risk Management Plan is developed and determines what ongoing management actions need to take place. Additional inspections are carried out after severe rain events.

SQ172 Jenolan Caves Road

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?

ANSWER

I am advised:

Transport for NSW is not aware of the specifics of the Jenolan Caves Reserve Trust's requests.

SQ173 Jenolan Caves Road

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?

ANSWER

I am advised:

Transport for NSW is aware of a potential cable rail proposal, but cannot comment on the status, as this would be a Jenolan Caves Reserve Trust project.

SQ174 Calala Lane and Campbell Road Roundabout

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 Roundabout 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?

ANSWER

I am advised:

(a) In accordance with Part 5 Division 1 of the *Road Act 1993* (the Act), Calala Lane is not a freeway, highway, metropolitan main road nor does it have any classification under the Act. Subsequently Part 5 Division 3 Section 61 does not apply, and Tamworth Regional Council is the Roads Authority in accordance with the Act.

(b) In accordance with Sections 50 and 52 of The Road Transport (Safety and Traffic Management) Regulation, Transport for NSW has delegated councils to authorise Traffic Control Facilities and certain prescribed traffic controls devices on Public Roads (excluding State Roads and Freeways etc) and or private land.

(c) Tamworth Regional Council is the Roads Authority and asset owner, therefore it has delegated responsibility for the approval of Traffic Control devices on Public Roads. No remedial action directions will be made to Tamworth Regional Council.

SQ175 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.

(a) 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?

(b) 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?

(c) 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?

(d) 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?

(e) 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?"

ANSWER

I am advised:

Transport for NSW is responsible for the design and construction of traffic control devices on the State Road network while local councils manage Local and Regional Road networks.

Tamworth Regional Council is responsible for the design and delivery of the roundabout in question.