

**PORTFOLIO COMMITTEE NO. 6 – SUPPLEMENTARY QUESTIONS – 26
OCTOBER 2022**

SQ001

How many applications were received in the latest round of the Fixing Country Roads Program (FCR)?

ANSWER

I am advised:

125.

SQ002

How many of the 69 projects that were not assessed when the program was decommissioned, have applied in the latest round?
(a) Was assistance provided to councils who had to resubmit their projects through the Sarty Grants Portal?

ANSWER

I am advised:

The program was not decommissioned.

Round 6 of Fixing Country Roads opened on 22 August 2022. All councils that submitted applications or draft applications between Round 5 and prior to the announcement of Round 6 were sent copies of their applications by Transport for NSW.

Councils were encouraged to review, update and confirm the priority of these projects and resubmit via the SmartyGrants portal.

To support the change, Councils were provided with two live information sessions along with a communications pack with program guidelines and the contact details of the Fixing Country Roads team.

SQ003

We've been advised that the \$80.3 million has been taken from the Restart NSW Fund. Will this mean that submitted projects under this program will now sit idle and unassessed until money is found from somewhere else to replace it?

ANSWER

I am advised:

No.

SQ004

What evidence was used to determine that the compensation package would be spilt into 4 regional zones?
(a) Will there be a review of the four regional zones?

ANSWER

I am advised:

The financial assistance scheme will be established via amendment of the *Point to Point (Taxis and Hire Vehicles) Act 2016* and the making of a supporting regulation. The Government's proposed design of the scheme, including reviewable decisions, is available on the Transport for NSW website.

In September 2021, Transport for NSW undertook consultation to inform the design of the assistance scheme.

SQ005

In the regional zones between Zone 3 and 4 there were some taxi plate owners who were at the top of zone 4 which were aligned at the bottom of 3 that's a difference of \$30k for those groups.
Is there any overlap between the zones?

ANSWER

I am advised:

The rationale for allocating operating areas to zones is available on the Transport for NSW website. Median values of taxi licence transfers were used in the allocation process.

SQ006

What is the distance between the outliers in the zones (eg the top of one zone versus the bottom of another)?

ANSWER

I am advised:

Median taxi licence values were considered in allocating operating areas to zones; the process is described on the Transport for NSW website.

SQ007

Have taxi plate owners been advised of what factors were used in determining their zone in each area?
(a) Will taxi plate owners have an opportunity to appeal the zone that they have been placed in?
(b) How many taxi plate owners are in each regional zone?
(c) What is the total quantum of owners in each zone?

ANSWER

I am advised:

Details about the proposed financial assistance scheme, including reviewable decisions, are available on the Transport for NSW website.

SQ008

There are serious shortfalls in the funding within the rural councils to maintain and upgrade unsealed roads. With the limited budget councils have, it only enables them to maintain the unsealed network leaving limited scope to do any upgrades or improvements. Two Councils in the Murray electorate alone has approximately 3,456 kms of unsealed roads and no budget for necessary works. Will the Minister provide additional funding to rural councils to ensure roads can be maintained for safety's sake and upgrades managed when resources permit?

ANSWER

I am advised:

The NSW Government is committed to providing rural councils with road maintenance funding through a variety of programs.

Fixing Local Roads is a \$691 million program that supports councils to accelerate upgrades and maintenance on their local road network. Under the Fixing Local Roads program there have been 30 successful projects in the Murray Electorate totalling over \$36.8 million.

Fixing Country Roads is a \$543 million NSW Government program to unlock the economic potential of regional NSW by delivering projects that improve freight capacity, access and efficiency. Under the Fixing Country Roads program there have been 20 successful projects in the Murray Electorate totalling over \$26 million.

In 2022-23 a total of \$33.42 million in REPAIR funding has been allocated, including \$25.26 million for regional councils. On average, around 140 REPAIR projects are delivered each year across regional NSW.

Transport for NSW also provides block grants to councils as a contribution towards the cost of works on Regional Roads. In the 2022-23 financial year, a total of \$163.62 million in Block Grant funding has been allocated including \$139.3 million to regional NSW councils.

In October 2022, the NSW Government also announced the \$50 million Fixing Local Roads Pothole Repair Round to assist regional and rural councils with fixing potholes on their local and regional roads. A total of 95 regional councils and authorities are eligible for funding.

SQ009

How much money has put been aside in this year's budget for the maintenance of Tooleybuc Bridge?

ANSWER

I am advised:

\$2.7 million.

SQ010

Why were the plans for the construction of the new Tooleybuc bridge abandoned and replaced with maintenance on the old 1925 wooden construction?

ANSWER

I am advised:

Plans for a new bridge were put on hold after release of the Timber Truss Heritage Conservation Strategy Review in 2019, which decided to retain the State Heritage-listed Tooleybuc Bridge.

At that time, focus was shifted to strengthening and restoring the existing bridge to retain its heritage significance while catering for modern traffic requirements.

SQ011

What progress has been made by the NSW Government in improving the safety of passive rail level crossings throughout NSW?

ANSWER

I am advised:

Since July 2011, the NSW Government has funded 71 major upgrades at level crossings through the Level Crossing Improvement Program.

Of those, 42 were passive level crossings. The upgrades include the installation of high-intensity LED lights, bells and retro-reflective boom gates, with new signage and line marking for both the rail and roadway.

SQ012

What progress has been made by the NSW Government in the introduction of mandatory reflective material, and strobe lights on all locomotives using the NSW rail network?

ANSWER

I am advised:

Transport for NSW has in place a number of technical standards with respect to visibility requirements for rolling stock using the NSW network. These cover matters such as livery, reflective delineators and ditch lights which all assist in

improving the contrast of rolling stock in the operating environment, increase reflectivity and lighting.

In addition, there are safe working operational rules that all train drivers operating on the NSW network need to adhere to and these also make provisions for sounding of the horn at all level crossings.

SQ013

What progress has been made by the NSW Government in the introduction of decreased speed limits on all highways approaching level crossings?

ANSWER

I am advised:

Transport for NSW has introduced a three-year dedicated program to reduce the road speed limits on approach to actively controlled level crossings to a maximum of 80km/h. As of October 2022, 54 per cent of the program is complete, with 65 of 104 sites with reduced speed limits. The remaining sites are expected to be completed by mid-2023.

SQ014

What is the NSW Government doing to support local regional councils not in a position to maintain the ongoing damage and deterioration of essential rural and regional roads within their existing budgets or cover the 50% contribution required under the NSW REPAIR program?

ANSWER

I am advised:

The NSW Government is committed to supporting regional local councils in the management of their road infrastructure.

In 2022-23 a total of \$33.42 million in REPAIR funding has been allocated, including \$25.26 million for regional councils. On average, around 140 REPAIR projects are delivered each year across regional NSW.

Transport for NSW also provides block grants to councils as a contribution towards the cost of works on Regional Roads. In the 2022-23 financial year, a total of \$163.62 million in Block Grant funding has been allocated including \$139.3 million to regional NSW councils

Other State funding programs to assist councils with their road assets include the Fixing Local Roads and Fixing Country Roads programs which are providing more than \$1 billion in state funding.

In October 2022, the NSW Government also announced the \$50 million Fixing Local Roads - Pothole Repair Round, to assist regional and rural councils with fixing potholes on their local and regional roads.

SQ015

What is the NSW Government doing to identify and mark 'informal' rest areas on the NSW road network for heavy vehicles so that drivers are more easily able to identify dedicated places to pull over, rest and relieve fatigue?

ANSWER

I am advised:

Transport for NSW is in the process of updating the NSW Rest Area Map for informal rest areas, including green reflector sites. The NSW Rest Area Map remains publicly available on the Transport for NSW website, updates are expected to be completed by the end of 2023.

SQ016

Given the increase in the number of road fatalities involving caravans on NSW roads, what is the NSW Government doing in relation to the education, training and licensing requirements for drivers towing caravans?

ANSWER

I am advised:

The Behavioural Road User Program, funded through the Community Road Safety Fund, delivers behavioural-focused road safety initiatives, including caravan safety.

The program targets key at-risk road user groups and road safety behavioural issues, such as caravan safety. Examples of caravan safety projects delivered include:

- caravan weighing days
- attending caravanning events and engaging with key stakeholders to provide education around fatigue associated with long distance travel
- interacting with other road users such as heavy vehicles, safe towing and loading of caravans

Caravan safety communication materials have also been developed to support these community caravan safety projects. Materials include caravan safety flyer, checklist, pull-up banner and load/weight graphics. The Centre for Road Safety website provides community information on correctly loading caravans, towing capacity and safety checks.

During holiday periods, posts which relate to caravan safety are scheduled to appear on the NSW Road Safety Facebook page.

SQ017

What is the NSW Government doing to ensure that the Inland Rail project will deliver benefits to the agricultural areas of NSW?

ANSWER

I am advised:

The Inland Rail Program is expected to unlock efficiency, connectivity, and reliability benefits for the NSW rail freight network by enhancing connectivity between the major inland north-south rail corridor (Inland Rail) and key east-west corridors on the Country Regional Network.

The main objectives of the program are to:

- Improve freight rail connectivity at strategic junctions in NSW where the Country Regional Network interfaces with Inland Rail.
- Improve the resilience of the NSW freight rail network by providing more efficient paths for freight operators to move goods between regional NSW, ports and major centres.
- Improve the efficiency of the NSW rail freight network through lines capable of supporting 25 TAL train operations, consistent with Inland Rail.
- Facilitate economic development in regional NSW by investing in regional infrastructure and connectivity and providing better opportunities for producers to access local and international markets.

Transport for NSW is supporting the Special Activation Precinct projects along the Inland Rail alignment by:

- Ensuring both road and rail connectivity provide better opportunities for producers, commercial and manufacturers having access to local and international markets:
- Parkes, Wagga Wagga, Moree and Narrabri Special Activation Precinct projects are designed to maximise rail freight intermodal opportunities.
- Transport for NSW has worked with the Department of Planning and Environment and Department of Regional NSW to help inform master planning and subsequent delivery plans of each of the Special Activation Precinct projects to optimise the movement of freight on road and rail.
- A key outcome of the master planning is ensuring strategic road and rail corridors are grade separated to ensure safe and efficient movement of people and freight as economic activity grows in these areas.

The objectives of the Grade Separating Road Interfaces Program are:

- To improve road and rail safety, reduce travel delays, and improve freight productivity and access. The program will enable economic activity in regional NSW by improving freight efficiency, connectivity, access and reliability of regional road and rail freight corridors.
- The Australian and NSW Governments are jointly funding the program to investigate grade separation of 22 new and existing level crossings between Inland Rail and the Classified Road network in NSW.
- As part of the 2022-23 Federal Budget, the Australian Government increased its commitment by \$300 million to a total of \$450 million, with the

NSW Government contributing an additional \$75 million to a total of \$112.5 million.

SQ018

Ms Cynthia Heydon was asked during the August budget estimates hearing about the terms of the members of the Independent Panel's employment, and said 'I can get those details' and then provided on notice that the panel members have been engaged to deliver the Final Report by late 2022. This does not provide the employment terms. What are the terms of the members of the Independent Panel's employment – that is, for how long are they appointed?
(a) Will they be reappointed at the end of their contract?

ANSWER

I am advised:

The Independent Panel are appointed in line with arrangements required under the NSW Government Boards and Committees Guidelines.
The panel was initially engaged from January 2020 to July 2022. Councils requested an extension to the submission period for the full round and it was extended from 24 December 2021 to 28 February 2022. Subsequently, the panel term was extended to the end of October 2022.

SQ019

If the report is not delivered by the end of this year, will panel members still get paid by taxpayers?

ANSWER

I am advised:

The report was delivered by the Independent Panel on 8 November 2022.

SQ020

Can you guarantee that the report will be delivered by the end of this year?

ANSWER

I am advised:

I refer to the response to Supplementary Question 19.

SQ021

Has the Minister for Regional Transport and Roads received a copy of the Final Report?
(a) If so, when was it received?
(b) Why hasn't it been released?
(c) When will it be publicly released?

ANSWER

I am advised:

(a) I refer to the response to Supplementary Question 19.
(b & c) The NSW Government will announce the outcomes of the program following the consideration of the Final Report and the recommendations of the Independent Panel, at which time the Panel's Final Report will be published.

SQ022

How many regional bus operators can accept Regional Seniors Travel Cards (RSTC)? Please disaggregate by region.

ANSWER

I am advised:

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

Data in relation to the Regional Seniors Travel Cards is captured through travel-related merchant category codes, including service stations, passenger railways and taxis.

Transport for NSW does not manage or mandate manage ticket sales. Electronic payment options for ticket sales on regional bus services is at the discretion of each regional bus operator.

SQ023

What is the quantum of RSTC journeys on regional buses since its inception?

ANSWER

I am advised:

I refer to the response to Supplementary Question 22.

SQ024

Has the Department communicated directly with regional bus operators about their ability to accept RSTC if they are able to accept credit card payments?
(a) If so, on how many occasions?

ANSWER

I am advised:

Transport for NSW provided a broad awareness and marketing campaign, including media and Ministerial announcements in regional communities. Information about eligible merchant codes is published on the Service NSW website.

Electronic payment devices are not consistent across regional bus services. Regional bus operators with electronic payment options are able to reach out to Transport for NSW if they would like any advice regarding their merchant code classification and whether Regional Seniors Travel Cards would be accepted on their services.

SQ025

What support is being provided to regional bus operators to assist them with updating their ticketing system?

ANSWER

I am advised:

Transport for NSW is working towards a trial of contactless payment technology on buses in key regional areas.

Such a trial is designed to give customers a convenient, consistent and efficient way to pay their fare using a contactless credit or debit card or another linked device. Regional Seniors Travel Cards usage is limited to specific merchant codes to ensure the funds are spent for travel related purchases only.

Regional operators that accept credit card payments are able to contact Transport for NSW if they wish to discuss accepting Regional Seniors Travel Cards for payment on their services.

SQ026

On the Service NSW website, it states '*You can use the card at certain retailers to pay for **pre-booked NSW TrainLink Regional trains** and coaches, fuel and taxis*'. Does that mean that bus operators will not be able to accept the RSTC for a trip that is not pre-booked?

ANSWER

I am advised:

Regional bus operators that can accept electronic payments for ticket sales on board their services and have the correct merchant code category for their operations, are able to accept the Regional Seniors Travel Cards as a valid payment method.

SQ027

An answer provided to a supplementary question advised that 'Transport for NSW is investigating a possible trial of contactless payment on buses in key regional areas'. Where are the 'key regional areas'?

(a) How are these areas determined?

ANSWER

I am advised:

The NSW Government announced that Transport for NSW will be delivering a contactless payments trial on regional buses. Further details relating to the trial will be advised in due course.

SQ028

When will contact payment technology be installed in regional areas?

ANSWER

I am advised:

The timelines associated with delivering the contactless payments trial on regional buses will be advised in due course.

SQ029

What information has been communicated to regional bus operators?

ANSWER

I am advised:

Transport for NSW is committed to keeping stakeholders informed of the process, with interactive project briefings to be conducted during industry forums in collaboration with BusNSW.

SQ030

On 9 June 2021, two tenders were published on TfNSW's website for the supply and support of Rural and Regional Bus Contactless Reader Device and the supply and support of Rural and Regional Back Office System & payment gateway. How many Request for Proposals were received for each tender?

(a) How many prospective tenderers were invited to tender for each proposal?

(b) Have both tenders now been awarded?

i. If not, why not?

ii. If not, when will they be awarded?

ANSWER

I am advised:

- (a) The Back Office System & Payment Gateway tender received 11 respondents and the Contactless Reader Device Tender received seven respondents.
- (b) The contracts for each tender has been awarded.

SQ031

During the August budget estimates hearing Mr de Kock took on notice to provide the total quantum of funds which have been reclaimed as a result of Regional Seniors Travel Cards expiring or having a balance of less than \$5.00. In his response he provided the number of cancelled cards but failed to provide the total quantum of the cancelled cards. What is the total quantum of the cancelled cards?

ANSWER

I am advised:

The total dollar value on cards closed due to a low balance since the commencement of the Regional Seniors Travel Card to date is \$476,846. This equates to an average of less than \$1.30 per card.

After 14 months, Regional Seniors Travel Cards expire. Customers with cards approaching their expiry date are sent reminders via SMS and email to remind them to exhaust the full value of the card prior to expiry.

The total dollar value of expired Regional Seniors Travel Cards since commencement is \$12,052,804. This equates to an average of \$20.89 per card across 576,945 cards.

SQ032

Mr de Kock was also asked to distinguish between low balance and expired cards quantum. Can you please provide the total quantum for each and also the number of people for each one?

ANSWER

I am advised:

I refer to the response to Supplementary Question 31.

SQ033

The Service NSW website states the RSTC program is available for a 4-year trial period (2020-2023) but only has applications for 2020 (year 1), 2021 (year 2) and 2022 (year 3). Will there be another round for regional seniors to apply in 2023?

ANSWER

I am advised:

Further information about the opening of applications for 2023 will be available on the Service NSW website in due course.

SQ034

During the August Budget estimates hearing, the Minister was unable to advise the number of students who would be eligible for the Regional Apprentice and Uni Student Travel Card. Are those figures now available?

ANSWER

I am advised:

Transport for NSW continues to work with eligible institutions to verify student numbers for the Regional Apprentices and University Student Travel Card based on current enrolments and the status of apprentices and trainees.

SQ035

Given that \$98 million was announced in the 2022-23 budget for a 2-year trial of the program, what modelling was done to say that this figure will give every regional student access to the program?

ANSWER

I am advised:

To ensure widespread access to the program, Transport for NSW is working with eligible institutions to verify student numbers. Indicative figures provided by Training Services NSW for regional apprentices and trainees are within the estimated figures.

SQ036

During questioning the Minister advised 'we'll have a lot more to say in the very near future'. Has the application guidelines progressed since the hearing?

- (a) If not, why not?
- (b) When will the program guidelines be available?
- (c) The Minister stated we are finalising the criteria and application process. Why do regional apprentices and students have to wait until early next year?

ANSWER

I am advised:

Applications for university students are expected to follow regional apprentices and align with the completion of university enrolment notifications to the 2023 university cohorts.

To be eligible to the program, a participant must:

- meet relevant citizenship or permanent residency requirements
- reside in a regional location outside Greater Sydney and the Newcastle and Wollongong City Council boundaries
- be between the ages of 16 and pension age (currently 66 and 6 months)
- be undertaking an active apprenticeship or traineeship registered with Training Services NSW or an undergraduate university course that is full-time and face-to-face.
- be enrolled in an eligible campus.

More information on the travel card including program and application guidelines will soon be available on the Service NSW website.

SQ037

Why do students have to wait until April 2023 to apply?

ANSWER

I am advised:

I refer to the response to Supplementary Question 36.

SQ038

NSW Regional towns are missing out on an extraordinary loss of income from cyclists who are using e-bikes. When will Transport for NSW make changes to ensure cyclists can transport their e-bikes on regional trains?

ANSWER

I am advised:

NSW TrainLink is looking at options that would allow for the accommodation of a wider range of bikes in the new Regional Rail Fleet. The current luggage policy allows for items of up to 20 kilograms to be transported on regional services, which can include bikes. Bikes are dismantled and transported in boxes, with spaces reserved when booking tickets.

SQ039

The NSW road rule number 197 prohibits parking vehicles on footpaths and nature strips. Do speed camera vehicles have an exemption from this rule?

(a) Have speed camera vehicles been fined for operating on footpaths or nature strips?

i. If so, on how many occasions?

(b) Who is responsible for payment?

ANSWER

I am advised:

Mobile speed camera vehicles are exempt from NSW Road Rule 197. This exemption is outlined in NSW Road Rule 307-1.

SQ040

Recently the Government backflipped on its controversial decision to make mobile speed camera cars less visible and has advised that mobile speed cameras in NSW will be more visible to motorists from February 2023. Why do motorists have to wait another 4 months for mobile speed camera operators to make their cars more visible?

ANSWER

I am advised:

The timeline allows for the completion of the implementation plan of reintroducing portable warning signage across the whole fleet. From 1 January 2023, only mobile speed camera vehicles with portable warning signage in place before and after the vehicle will operate in NSW.

SQ041

How much has this backflip cost the NSW Taxpayer?

ANSWER

I am advised:

I refer to the response to Question on Notice 6.

SQ042

Many local residents in Lake Tabourie and Burrill Lake are concerned that information on the TfNSW website is not correctly representing the Minister's announcement on 19 September 2022. The TfNSW website states 'the design will ensure the southern connection enables flexibility for any future upgrades at Burrill Lake' however the Minister said that 'it would allow for future bypasses'. Should local residents be concerned that future highway upgrades at Burrill Lake are in the NSW Government's plans?

ANSWER

I am advised:

The Transport for NSW website has since been updated to reflect the September 2022 announcement.

SQ043

Will the Southern Connection information on the TfNSW website be updated to accurately reflect the minister's words and have the correct date displayed (October 2022 not September 2022)?

ANSWER

I am advised:

The Transport for NSW website has since been updated to reflect the September 2022 announcement.

SQ044

Has the Minister for Regional Transport and Roads received representations from the Member for Upper Hunter relating to the acquisition of land for the Singleton Bypass?

ANSWER

I am advised:

As at 11 November 2022, one representation was received from Mr Dave Layzell to the Minister for Regional Transport and Roads relating to compulsory acquisitions from the Singleton Bypass.

SQ045

How is Transport for NSW responding to the Upper House Inquiry which detailed systemic lowballing of offers to residents impacted by infrastructure projects under the compulsory Acquisition process?

ANSWER

I am advised:

Transport for NSW empathises with residents and land owners who are affected by property acquisitions. Transport for NSW understands property acquisition is a sensitive issue and works closely with impacted residents and land owners to ensure they receive fair compensation in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

Transport for NSW is committed to negotiating compensation and terms of purchase to reach agreement with all parties wherever possible. Transport for NSW will only engage an independent and qualified valuer to assess the compensation payable for land to be acquired.

All offers made to landholders are based on the independent valuation that is secured at the start of negotiations and is reviewed throughout the negotiation process to account for any market movements.

SQ046

How many residents are impacted by this specific infrastructure project?

ANSWER

I am advised:

28 residential properties were impacted by the Singleton Bypass, 22 of which were acquired by agreement.

SQ047

How many representations has the Minister for Regional Transport and Roads received from Mr Layzell on this matter?

ANSWER

I am advised:

I refer to the response to Supplementary Question 44.

SQ048

Residents are saying they have received private valuations in excess of half a million dollars higher than what they have been offered by Transport for NSW. How do you respond to that allegation?

ANSWER

I am advised:

All offers made to landholders are based on the independent valuation secured at the start of negotiations and is reviewed throughout the negotiation process to account for any market movements.

Compensation to residents and land owners includes payments for the value of the land, and for businesses with any interest in the land, along with legal costs, valuation fees, relocation expenses, eligible stamp duty costs and mortgage re-establishment costs.

All offers made to landholders are based on the independent valuation secured at the start of, and is reviewed throughout, the negotiation period to account for any market movements. All offers made to landholders and the assessments of value are in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

SQ049

Does Transport for NSW take into consideration the working revenue that comes from farms which are going to be acquired under this program?
(a) How is that valued?

ANSWER

I am advised:

I refer to the response to Supplementary Question 48.

SQ050

Noting that this was not answered correctly in answers to previous budget estimates supplementary questions, for this financial year (2022-2023) and the next three financial years in forward estimates (2023-2024, 2024-2025, 2025-2026) what is the budget allocation for each of the following projects:

- (a) Heathcote Road – The Avenue to Princes Highway
- (b) Heathcote Road, Infantry Parade, Hammondville to The Avenue, Voyager Point
- (c) Heathcote Road, Woronora River Bridge
- (d) Henry Lawson Drive Upgrade
- (e) Homebush Bay Drive Upgrade
- (f) King Georges Road, Stoney Creek Road to Connells Point Road
- (g) Mona Vale Road, McCarrs Creek Road To Powder Works Road
- (h) Wakehurst Parkway
- (i) Katoomba to Lithgow Upgrade
- (j) Kelso to Raglan Upgrade
- (k) Circular Quay Precinct Renewal
- (l) New England Highway, Muswellbrook Bypass
- (m) Newell and Oxley Highway Intersection Upgrade
- (n) Road Safety
- (o) Coffs Harbour Bypass
- (p) Forbes Iron Bridge Upgrade
- (q) Hargraves Lane and Federation St Upgrade, Gilgandra (Heavy Vehicle bypass)
- (r) Silver City and Cobb Highway Seal Extension
- (s) Beaches Link
- (t) M6 Extension Stage 1
- (u) Smart Motorways
- (v) Sydney Gateway
- (w) Warringah Freeway Upgrade
- (x) Western Harbour Tunnel
- (y) Appin Road Improvements
- (z) Memorial Avenue, Old Windsor Road to Windsor Road
- (aa) Spring Farm Parkway
- (bb) The Horsley Drive, M7 Motorway to Cowpasture Road
- (cc) Western Sydney Long Term Strategic Transport Corridor Preservation
- (dd) M12 Motorway, M7 to The Northern Road
- (ee) Beaches Link
- (ff) Great Western Highway upgrade
- (gg) M6 stage 2

ANSWER

I am advised:

The year to year cashflow profiles are forecasts and are dynamic due to many external influences such as project delivery productivity, which can be impacted by issues such as contractors' mobilisation and performance, wet weather and other natural disasters, supply chain issues and industrial action.

Other factors which impact forecasts include the timing of various approvals, funding release and other milestones such as property negotiation and acquisition.

A number of project and program cash profiles are also impacted by the Federal Budget.

The Budget allocations are outlined in the table below. Many of the figures are Cabinet-in-Confidence and therefore cannot be disclosed.

Note the funding for item (ff) Great Western Highway Upgrade is a sum of funding for the items (i) Katoomba to Lithgow Upgrade and (j) Kelso to Raglan Upgrade.

No	2022-23 (\$000) (Budget Year)	2023-24 (\$000)	2024-25 (\$000)	2025-26 (\$000)	4 Year Total (\$000)
(a)	6,500	CiC	CiC	CiC	39,800
(b)	45,740	CiC	CiC	CiC	141,300
(c)	26,729	CiC	CiC	CiC	62,100
(d)	17,223	CiC	CiC	CiC	107,500
(e)	2,730	CiC	CiC	CiC	97,000
(f)	30,200	CiC	CiC	CiC	144,200
(g)	25,000	CiC	CiC	CiC	340,000
(h)	40,000	CiC	CiC	-	150,000
(i)	142,865	CiC	CiC	CiC	3,200,000
(j)	20,346		-	-	
(k)	26,700	CiC	CiC	-	216,400
(l)	14,213	CiC	CiC	CiC	265,800
(m)	2,798	CiC	CiC	-	CiC
(n)	421,521	CiC	CiC	CiC	838,400
(o)	245,850	CiC	CiC	CiC	1,400,000
(p)	1,500	CiC	CiC	CiC	CiC
(q)	5,000	CiC	CiC	CiC	CiC
(r)	5,543	-	-	-	CiC
(s)	1,050	CiC	-	-	10,000
(t)	804,269	CiC	CiC	CiC	2,300,000
(u)	65,959	CiC	-	-	CiC
(v)	680,521	CiC	CiC	-	1,400,000
(w)	445,492	CiC	CiC	CiC	1,700,000

(x)	557,469	CiC	CiC	CiC	4,100,000
(y)	4,535	CiC	CiC	CiC	CiC
(z)	37,908	CiC	CiC	CiC	122,300
(aa)	42,819	CiC	CiC	CiC	CiC
(bb)	7,147	CiC	CiC	CiC	CiC
(cc)	72,614	CiC	-	-	CiC
(dd)	205,630	CiC	CiC	CiC	1,200,000
(ee)	1,050	CiC	-	-	10,000
(ff)	163,211	CiC	CiC	CiC	3,200,000
(gg)	CiC	-	-	-	CiC

SQ051

When will the Toll Road Pricing Relief and Reform Review ('Tolling Review') be completed?

ANSWER

I am advised:

This is a matter for the Treasurer.

SQ052

When will the findings of the Tolling Review be publicly released?

ANSWER

I am advised:

This is a matter for the Treasurer.

SQ053

What date will Transport for NSW commence the first stage of dredging of the Swansea Channel?

ANSWER

I am advised:

Dredging is expected to commence in late 2022, upon the issue of the environmental approvals, including the required Crown Lands Licence and the procurement process to engage a contractor is finalised.

SQ054

MIDO provided an update on this project in September outlining the two-stage approach to dredging Swansea Channel, why is dredging yet to commence?

ANSWER

I am advised:

I refer to the response to Supplementary Question 53.

SQ055

Please outline the specific environmental assessments undertaken by Transport for NSW prior to dredging on Swansea Channel commencing?

ANSWER

I am advised:

Transport for NSW has a statutory responsibility under the *NSW Environmental Planning and Assessment Act 1979* to consider the impacts of any project activities on the environment. In the case of dredging in Swansea Channel, that includes:

- Site survey
- Aquatic and Terrestrial ecology surveys
- Threatened Species Assessments
- Assessment of sediment
- Assessment of pollution controls particularly to the waterway
- Assessment of noise
- Aboriginal and Native Title Assessments.

SQ056

On what date did Transport for NSW begin undertaking environmental assessments?

ANSWER

I am advised:

On 12 September 2022, assessments and procurement processes commenced for the revised two-stage dredging program.

SQ057

What is the average timeframe for Transport for NSW to complete environmental assessments on a project of this scope?

ANSWER

I am advised:

There is no average timeframe.

SQ058

What procurement process has Transport for NSW implemented to source a contractor to undertake this work?

ANSWER

I am advised:

In an effort to ensure a contractor is engaged to undertake work in a timely fashion, Transport for NSW has sought an exemption to directly engage a local contractor for the works.

SQ059

On what date did Transport for NSW begin the procurement process for dredging Swansea Channel?

ANSWER

I am advised:

I refer to the response to Supplementary Question 56.

SQ060

What is the average timeframe for Transport for NSW to complete the procurement process on a project of this scope?

ANSWER

I am advised:

There is no average timeframe.

SQ061

What is the total claim from Momentum Trains to TfNSW in the consolidated Change Notice it received on 15 February 2022?

ANSWER

I am advised:

This information is commercial in confidence

SQ062

What is the claim from MT to TfNSW relating to the base costs and margin?

ANSWER

I am advised:

I refer to the response to Supplementary Question 61.

SQ063

What is the claim from MT to TfNSW relating to finance?

ANSWER

I am advised:

I refer to the response to Supplementary Question 61.

SQ064

What is the claim from MT to TfNSW relating to prolongation?

ANSWER

I am advised:

I refer to the response to Supplementary Question 61.

SQ065

Has the Department or the Minister made any approaches to the Federal Government to ask for a funding contribution for Metro West?

ANSWER

I am advised:

I refer to the response provided by Mr Regan in the hearing.

SQ066

Has the Department been asked to prepare any briefings for the Commonwealth regarding Metro West and a possible funding contribution?

ANSWER

I am advised:

I refer to the response to Question on Notice 65.

SQ067

Has the Department or Sydney Metro been asked to show its budgeting and its accounts to the Commonwealth in light of receiving a possible funding contribution?

ANSWER

I am advised:

I refer to the response to Question on Notice 65.

SQ068

Despite the Government's request for Commonwealth assistance, has the Department made any request to the Commonwealth Government in regards to a funding contribution for Metro West?

ANSWER

I am advised:

I refer to the response to Question on Notice 65.

SQ069

What action has Sydney Metro taken to improve safety standards after media reports of a number of serious safety incidents occurring on the project?

ANSWER

I am advised:

Sydney Metro works closely with our delivery partners and all relevant safety regulators to monitor and enforce safe work practices and behaviours across construction and rail operations.
Sydney Metro has an established health and safety management system that is ISO 45001 accredited.

SQ070

Is Sydney Metro going to undertake an independent investigation into these serious safety breaches?

ANSWER

I am advised:

Any serious safety incident is independently investigated by the appropriate safety regulator.

SQ071

What was the outcome of Sydney Metro's meeting last week with the ONRSR (Office of the National Rail Safety Regulator)?

ANSWER

I am advised:

On Friday 21 October 2022, at the request of Sydney Metro and CPB Contractors, Office of the National Rail Safety Regulator attended the Marrickville worksite to view the modifications made to the MANCO trailer fleet. Representatives of the Office of the National Rail Safety Regulator inspected the trailer fleet and reviewed the associated procedures. Sydney Metro continues to work with the Contractor to recertify the trailers.

SQ072

Are the Government's own Building and Construction Industry guidelines being applied on the Sydney Metro Project?

ANSWER

I am advised:

Yes, Sydney Metro requires compliance of its contractors, and their subcontractors, through the construction deeds of its projects. Contractors are required to comply with the obligations imposed by the NSW guidelines and notify the Construction Compliance Unit (CCU) and Sydney Metro of any possible non-compliance including any remedial action taken. Contractors are also required to keep records of their compliance.

SQ073

How many cases of non-compliant companies have been forwarded to the Department and/or relevant Minister by Sydney Metro for their consideration since the implementation of the Code and guidelines?

ANSWER

I am advised:

Sydney Metro is not aware of any cases of non-compliant companies being raised.

SQ074

How many sanctions have been issued by Sydney Metro, the Department or the responsible Minister against companies that breach safety legislation or engage in industrial non-compliance on the Sydney Metro Project?

ANSWER

I am advised:

Sydney Metro is not aware of any sanctions being raised.

SQ075

What was the nature of any sanctions placed on non-compliant contractors on the Sydney Metro Project?

ANSWER

I am advised:

I refer to the response to Question on Notice 74.

SQ076

Is Sydney Metro confident that the Building and Construction Industry Guidelines are effective and are being implemented on its sites?

ANSWER

I am advised:

Yes, Sydney Metro remains confident of the implementation of the guidelines on its sites.

SQ077

Is it correct that TfNSW has been ordered by the Transport Minister to build seven new River Class Ferries in Australia?

ANSWER

I am advised:

Transport for NSW is finalising the options for the replacement of the RiverCat fleet. It has been proposed that any new fleet would be redesigned, built, and maintained locally.

SQ078

Has any funding been released to TfNSW by Treasury to begin a procurement process?

ANSWER

I am advised:

Release of funding will occur following the completion of the business case.

SQ079

Has TfNSW got a potential cost for this proposal?

ANSWER

I am advised:

I refer to the response to Supplementary Question 78.

SQ080

Will the \$43.2M in capex mentioned in the Government's rivercat replacement project brief be sufficient to cover the procurement cost?

ANSWER

I am advised:

I refer to the response to Supplementary Question 78.

SQ081

Has the Government initiated a procurement process for the rolling stock for Parramatta Light Rail Stage 2 which the Transport Minister also promised to build here?

ANSWER

I am advised:

In March 2022, the NSW Government announced that Australian manufacturing content will be a requirement for the light rail vehicles, which form part of the Parramatta Light Rail Stage 2 Final Business Case. The light rail tracks already use Australian steel.

Transport for NSW has held meetings with experienced local manufacturers to understand their capacity and capability to provide rolling stock and equipment locally.

Construction on Stage 2 of the Parramatta Light Rail will begin with enabling works to deliver the vital bridge connection across the Parramatta River between Wentworth Point to Melrose Park. Construction of the bridge is expected to commence in 2024.

SQ082

How many zero emissions buses has the NSW Government built this year?

ANSWER

I am advised:

The NSW Government is staging the transition of the bus fleet to allow local industry time to prepare and technology advancements to be assessed and adopted along the way.

The Zero Emission Buses Transition Plan will see Greater Sydney fully transitioned by 2035, Outer Metropolitan regions by 2040 and Regional NSW by 2047.

104 zero emission buses are currently in service, with a further 50 buses being built.

SQ083

What is the capacity of the proposed new stadium?

ANSWER

I am advised:

The NSW Government will consider an addendum to the final business case for the Penrith Stadium Redevelopment. That decision will determine the budget, location and scope for the project.

SQ084

What is the net present value of the project?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ085

What is the benefit cost ratio of the project?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ086

What is the budget for the Penrith Stadium redevelopment?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ087

Noting comments by Member for Penrith Stuart Ayres on 11 August 2022 that “Infrastructure NSW has identified Penrith Paceway as the preferred site for the new stadium and has commenced commercial negotiations with the site owners” has a decision been made on the location of the new stadium?

- (a) If yes, what is the location?
- (b) If no, why not?
- (c) If no, are the comments by Stuart Ayres incorrect?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ088

Noting that the Infrastructure NSW website indicates “The NSW Government has commenced commercial negotiations for the acquisition of the Penrith Paceway, as part of the Penrith Stadium redevelopment” when will commercial negotiations be completed?

- (a) Noting that commercial negotiators are yet to contact Penrith Paceway; when will negotiations between the parties commence?
- (b) Noting the acquisition notice was dated 4 July 2022, will the Minister commit to ensuring that proper negotiation will take place and that an offer will not be sent on Christmas Eve, hours before the annual NSW Government shutdown?
- (c) What funding has been allocated for the cost of the acquisition?
 - i. If no funding is allocated why was this not considered before the announcement of the project on 9 December 2021?
 - ii. Which Minister is responsible for taking forward a proposal to Cabinet seeking funding for the cost of the compulsory acquisition?
- (d) What funding has been allocated for the cost of relocating current facilities on the site?
 - i. If no funding is allocated why was this not considered before the announcement of the project on 9 December 2021?

ANSWER

I am advised:

Infrastructure NSW wrote to the Penrith Paceway on 4 July 2022 to confirm its intention to commence commercial negotiations. Preliminary meetings with the Penrith Paceway have also been held. The commercial negotiation process and any compulsory acquisition will comply with the *Land Acquisition (Just Terms Compensation) Act 1991* and the Property Acquisition Standards set by the NSW Centre for Property Acquisition.

The NSW Government will consider an addendum to the final business case for the Penrith Stadium Redevelopment. That decision will determine the budget, location and scope for the project.

SQ089

Noting that the Infrastructure NSW website indicates “The existing Penrith Stadium will continue to be available for the Penrith Panthers’ 2023 NRL season, which provides certainty to the Penrith Panthers and its fans”, will an alternative venue be available for the Penrith Paceway’s 2023 season?

- (a) If an alternative venue for the Penrith Paceway’s 2023 season is not available then what action will you take as Minister to minimise the effects on Penrith Paceway’s operations?
- (b) What funding will be made available to relocate paceway operations?

ANSWER

I am advised:

No decision to acquire the Penrith Paceway has been made.

SQ090

Noting that the Infrastructure NSW website indicates “Following a six-week community consultation program, feedback from over 3,000 people provided a clear picture of what the new stadium needs to deliver” is the Minister aware of the results of the consultation?

- (a) What percentage of the responses requested that the family hill be retained?
- (b) What percentage requested that the stadium remain on its current site?

ANSWER

I am advised:

The outcomes of the consultation will be presented alongside the Penrith Stadium redevelopment final business addendum.

SQ091

Noting that the Infrastructure NSW website indicates “Timing of construction for a new stadium will be confirmed once the acquisition process is completed and the scope for the new Penrith Stadium has been determined, which is expected in late 2022” will the timing of construction be confirmed in late 2022?

ANSWER

I am advised:

The timing of construction is subject to the approval of the addendum to the final business case, design work, the statutory planning process and competitive tender processes.

SQ092

In relation the announced budget of \$309 million for the project, what is the breakdown of costs for this budget?

ANSWER

I am advised:

The \$309 million figure is taken from the original business case for a stadium redevelopment on the site of the existing stadium.

SQ093

In relation to the \$48 million allocated in the Budget for this project in 2022/23 what works will be funded?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ094

Noting that the NSW Government website indicates “Redevelopment of Penrith Stadium to turn it into a world-class suburban sport, entertainment and community venue” other than rugby league:

- (a) What other sports will be accommodated?
- (b) What other entertainment facilities will be accommodated?
- (c) What other community venues will be accommodated?
- (d) What organisations will be able to make use of the facilities?
- (e) When operating, which agency will control the income and expenditure of the stadium?

ANSWER

I am advised:

It is envisaged the new Penrith Stadium would accommodate a range of sporting events including rugby league, rugby union, football (soccer) across all levels, community and cultural events. Management of the new stadium will be determined as part of the business case process.

SQ095

Noting BP3 (Infrastructure Statement) allocated \$48.0 million in 2022/23 to Venues NSW for the Penrith Stadium project with a start date of 2022 and end date of 2025; and “n.a” estimated total cost:

- (a) What work has commenced on the project?
- (b) Will the project be completed by 2025?
- (c) When will management of the project pass from Venues NSW to Infrastructure NSW?

ANSWER

I am advised:

The project is in the early development stages. A timeline for construction is dependent on the approval of the final business case addendum, statutory planning process and competitive tender processes. The Office of Sport is responsible for the business case preparation and Infrastructure NSW will be responsible for the design, planning and delivery.

SQ096

Will the value of the land to be acquired from Penrith Paceway be based on:

- (a) The current zoning of the site?
- (b) An equivalent site eg Panasonic site zoned for high density residential opposite the Penrith Paceway site?
- (c) The value of land for a high density residential development that Stuart Ayres MP, Member for Penrith alleges is proposed for the site?

ANSWER

I am advised:

The commercial negotiations and any compulsory acquisition will comply with the *Land Acquisition (Just Terms Compensation) Act 1991* and the Property Acquisition Standards set by the NSW Centre for Property Acquisition.

SQ097

In relation to the Project and Planning Management for Penrith Stadium Project services tender when will the announcement of the successful tender be made?

- (a) What is the expected value of the tender?
- (b) What tenders will be let following the Project and Planning Management for Penrith Stadium Project tender?

ANSWER

I am advised:

MI Associates have been appointed as the Project and Planning Manager. Contract disclosures have been made in line the Government Information (Public Access) Act 2009. Future tenders are subject to approval of the revised business case.

SQ098

In relation to the INSW3075 Penrith Stadium Redevelopment Transaction Manager Services tender when will the tender be let?

- (a) What is the expected value of the tender?
- (b) What tenders will be let following the Penrith Stadium Redevelopment Transaction Manager Services tender?

ANSWER

I am advised:

E3 Advisory have been appointed as the Transaction Manager. Contract disclosures have been made in line the Government Information (Public Access) Act 2009. Future tenders are subject to approval of the revised business case.

SQ099

Noting the email from the Head of Projects NSW, Infrastructure NSW dated 2 March 2022 that “The purpose of this message is to find out if the Office of Sport or Venues NSW has a process/plan in place for confirming the location of the new stadium?”, has Infrastructure NSW received any advice confirming the location of the stadium?

- (a) If so what is that advice?
- (b) If not, does the lack of advice create delays for completion of the project?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ100

Noting the draft media release dated 30 March 2022 and titled "Locals encouraged to have say on Penrith stadium development", "We'd like to understand what you consider is a world class stadium experience, what stadium facilities you currently use or would use and what you would like us to consider in redeveloping the wider stadium precinct in Penrith," Mr Ayres said. "It might be ideas about LED signage, external lighting or conference rooms, anything you feel will make a world class stadium for events and a precinct fit for commercial and community activity.", will the stadium:

- (a) Have LED signage
- (b) Have external lighting
- (c) Have Conference rooms
- (d) Have other commercial activities
 - i. If yes, what other commercial activities?
- (e) Have other community activities
 - i. If yes, what other commercial activities?
- (f) Include a Penrith Valley Sport Museum
- (g) Cater for sports other than Rugby League
- (h) Cater for other entertainment
- (i) Cater for tourism
- (j) Incorporate an indoor multi-sports facility within the precinct?
- (k) Incorporate other potential initiatives that will support the liveability, connectivity, resilience and sustainability of Penrith?
- (l) Capacity for rugby union, AFL, soccer or cricket events?
- (m) Capacity for community sports matches?
- (n) Capacity for music concerts?
- (o) Capacity for arts or theatre events?
- (p) Corporate events?

ANSWER

I am advised:

The new stadium, regardless of location, will be a state-of-the-art facility with modern features and facilities, and cater for a range of sporting events, community and cultural events, amongst others. The final scope will be subject to approval of the addendum to the final business case but some of the items listed by the Committee will be considered in the scope and final design.

SQ101

What was the total cost of the Have Your Say campaign about the Penrith Stadium redevelopment project?

ANSWER

I am advised:

\$104,500 (ex GST)

SQ102

Noting that the consultation update from MI Global Partners to Infrastructure NSW emailed on 26 April 2022 indicated “nothing particularly surprising but: • no mention of moving to another site • strong public desire to keep the grassy hills on either end • a desire to have fewer corporate and media facilities (compared to ComBank [sic] Stadium)”:

- (a) Will the stadium move to another site?
- (b) Will the stadium keep the grassy hills on either end?
- (c) Will the stadium have fewer corporate and media facilities compared to CommBank Stadium?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ103

In relation to the meeting between the Head of Projects NSW, Infrastructure NSW and Capital Corporation in around May 2022, was the then-Minister for Sport and Tourism advised about the meeting?

- (a) Was the Minister for Infrastructure advised about the meeting?
- (b) Was either Minister advised of the outcomes of the meeting?

ANSWER

I am advised:

Infrastructure NSW was asked to carry out community and stakeholder engagement for the Penrith Stadium project. The former Minister for Sport’s office was briefed on the scope, approach and outcomes of the community and stakeholder engagement.

SQ104

In relation to the Project authorisation order signed by The Honourable Rob Stokes MP, Minister for Infrastructure on 28 June 2022:

- (a) What ancillary relocations are planned?
- (b) What buildings are planned?
- (c) What car parks are planned?
- (d) What infrastructure, works, services and facilities are planned?
- (e) What training facilities are planned?
- (f) What connections and interfaces with surrounding infrastructure and developments are planned?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ105

Noting the comments of the Member for Penrith, Stuart Ayres on 20 October 2022 that "Today I can reveal that the secret developer is a company called Capital Corporation, based in Double Bay. The Penrith Paceway is listed on the Capital Corporation website as the "joint venture partner" for "Rezoning and Masterplanning of the current Penrith Paceway site." ... "There is an even more disturbing element to the secret development pact between the paceway and those eastern suburbs developers. The site is currently zoned for recreation uses. To be specific, it has an RE2 zoning. Under the legislation, permissible uses of that zoning include recreation facilities both indoor and outdoor, including things like stadiums or harness racing tracks, restaurants, cafes and kiosks. To build 3,000 apartments on the paceway site, the land zoning would have to be changed to one that allowed for higher density residential development. We have established that this is the paceway's plan, in partnership with the developer."

- (a) Will the value of the Paceway site be determined by the current zoning, ie RE2?
- (b) Will the value of the Paceway site be determined by the maximum permissible floor space for "3000 apartments" as alleged by Stuart Ayres?
- (c) Will the value of the Paceway site be determined by reference to equivalent neighbouring developments such as 2,000 apartments on the former Panasonic site – which was approved by Penrith City Council?
- (d) Is the Minister aware that the Members of Penrith District Agricultural Horticultural and Industrial Society (trading as Club Paceway) met and resolved to investigate future development in 2018 and was reported in the Western Weekender in September 2018?
 - i. Despite that matter being on the public record for many years does the Minister agree or disagree with Stuart Ayres about a so-called "secret developer"?

ANSWER

I am advised:

The commercial negotiations and any compulsory acquisition will comply with the *Land Acquisition (Just Terms Compensation) Act 1991* and the Property Acquisition Standards set by the NSW Centre for Property Acquisition.

SQ106

When will a decision be announced on the final location of the Penrith stadium redevelopment?

ANSWER

I am advised:

I refer to the response to Supplementary Question 83.

SQ107

Given the uncertainty around the future capacity of the paceway to hold meetings what is the Minister doing to reassure the community that Penrith Paceway, Penrith Markets and Penrith Show have a future in the short to medium term?

ANSWER

I am advised:

The community will be advised when a decision on the location has been made. Should a decision be made to move the stadium to the Paceway site, the NSW Government will follow the standard acquisition process and work with the Paceway on alternative arrangements.

SQ108

What is the value of the Golf Course Reconfiguration Contract?

ANSWER

I am advised:

There is no standalone Golf Course Reconfiguration Contract.

SQ109

Has the community been consulted specifically regarding the Golf Course Reconfiguration Contract at Cammeray?
What community consultation was undertaken regarding the Golf Course Reconfiguration Contract at Cammeray?
(a) What form did the consultation take?
(b) When did the consultation take place?
(c) How many people participated in the consultation?
(d) How was the consultation publicised, and when?

ANSWER

I am advised:

Transport for NSW understands the importance of the Cammeray Golf Club to the local community and its members and is committed to minimising the impacts of the works for the Western Harbour Tunnel and Warringah Freeway Upgrade.

Transport for NSW has been working closely with the Cammeray Golf Club to develop the reconfigured golf course and ensure that the Club continues its operations as a compliant nine-hole golf course. This engagement has included both Board and golf club members, and involved multiple meetings briefings, site walks as well as phone and email correspondence.

1459 submissions were received during the exhibition of the Environmental Impact Statement for the Western Harbour Tunnel and Warringah Freeway Upgrade.

SQ110

When will the landscape plan be available to demonstrate where the 2:1 replacement of trees will be located at Cammeray?

ANSWER

I am advised:

The Cammeray Golf Club reconfiguration landscaping plan is currently being finalised and will meet the 2:1 requirement. The plan is expected to be publicly released imminently.

SQ111

Is there sufficient land available to guarantee the 2:1 replacement and growth of mature healthy trees?

ANSWER

I am advised:

Transport for NSW remains committed to replacing trees and plantings and delivering a future increase in tree canopy in consultation with North Sydney Council as per the Conditions of Approval, which includes the 2:1 tree replacement requirement.

A tree replacement strategy is currently being prepared in consultation with North Sydney Council and will be made publicly available once completed. The tree replacement strategy will consider the impacts of Transport's projects within the LGA and seek to develop agreed principals with North Sydney Council for tree replacement including but not limited to potential locations and timing.

Transport for NSW is continuing to explore potential opportunities to start replanting trees and vegetation progressively during construction and will also continue to work in collaboration with the North Sydney Council and the local community to identify opportunities to use a variety of sizes and maturity of plantings.

SQ112

Condition E101 for the reconfigured golf course stated that the course needed to be re-established but the EIS documented that this work would utilise the temporary construction site land (2.7ha).

- (a) When was the decision made not to use the temporary construction site and instead reconfigure the golf course into a smaller area necessitating additional tree losses?
- (b) What community consultation was done on this change to the plan
- (c) What will now happen to the temporary construction site in terms of future use - will it be returned to the public as recreational space/ Crown Land or will the site be re-classified for motorway use?

ANSWER

I am advised:

- a) While there have been a number of proposals for the configuration of the Cammeray Golf Course, Transport for NSW was always required to maintain a functioning and economically viable nine-hole golf course throughout construction and operation of the project. It was determined that a permanent design would be less disruptive to business and would provide ongoing economic viability.
- b) I refer to the response to Supplementary Question 109.
- c) Land not permanently acquired to support the ongoing operation of the Western Harbour Tunnel and future Beaches Link project, will be returned as open space.

SQ113

Did Transport for NSW receive any representation regarding the golf course or the above condition from the patrons of the Golf Club? If so please specify what and when?

ANSWER

I am advised:

Transport for NSW understands the importance of the Cammeray Golf Club to the local community and its members and is committed to minimising the impacts of the work.

Since 2020, Transport for NSW has worked closely with the golf course through engagement that has included both Board and golf club members, and involved multiple briefings, meetings, site walks as well as phone and email correspondence. This engagement is ongoing.

SQ114

Exactly how many trees are projected to be removed for each of the Warringah Freeway, Western Harbour and Beaches Link stages of the project? Are there any substantive changes being considered to reduce tree losses?

ANSWER

I am advised:

Transport for NSW remains committed to delivering replacement trees and plantings in a ratio of 2 to 1 alongside looking to further reduce the impacts of tree clearing. Transport for NSW has and will undertake a rigorous multi-step process with representatives from North Sydney Council to identify whether trees can be retained, including considering whether different design solutions or construction methodologies can be adopted to mitigate removal.

SQ115

There are exits heading East onto Cty West Link from both Westconnex (M4 and M8) and the Western Harbour Tunnel which lead directly to the Anzac Bridge. Both projects induce demand according to planning documents. What additional traffic based on today's traffic volumes is expected heading across the Anzac Bridge from each of these toll roads.

ANSWER

I am advised:

I refer to the response to Question on Notice 30.

SQ116

Can the Minister confirm that no tolling will be applied to the Anzac Bridge?

ANSWER

I am advised:

The Anzac Bridge will not be tolled.

SQ117

What volume of trips from the North have a trip destination of the West now and vice versa. What volume of trips from the North have a trip destination of the city and what volume of trips from the West along this corridor have a trip destination of the city. Please express these in terms of both the overall volume of trips and percentages of total trips based on current trip destinations and projected.

ANSWER

I am advised:

This information is publicly available and contained within the Western Harbour Tunnel and Warringah Freeway Environmental Impact Statement.

SQ118

The Premier has stated that the Cahill Expressway can be closed if the Western Harbour Tunnel is built. Has Transport for NSW entered into any discussions or analysis regarding this proposal?

If yes

- (a) What form have these discussion taken?
- (b) When have these discussions taken place?
- (c) What will be the implications of closing the Cahill Expressway on city, harbour crossing and Warringah Freeway traffic?
- (d) What route will commuters be expected to use travelling North/ East and visa versa?

ANSWER

I am advised:

Future decisions regarding Sydney's motorway network will occur following construction of the Western Harbour Tunnel.

SQ119

The budget line item is one line for the Western Harbour and Beaches Link projects and during estimates it has been confirmed that works have commenced to prepare sites for the Beaches Link. When will INSW review the Beaches Link business case?

ANSWER

I am advised:

In 2016 and 2017, Infrastructure NSW reviewed the business case for Western Harbour Tunnel and Beaches Link. Infrastructure NSW has conducted a number of reviews in the time following the business case review in accordance with the *Infrastructure Investor Assurance Framework*. No further reviews are planned prior to the award of the contract.

SQ120

What is the BCR for the Beaches Link project?

ANSWER

I am advised:

This information is Cabinet-in-Confidence.

SQ121

When exactly will the decision be made to fund the WHT?

ANSWER

I am advised:

The investment decision was made in 2020.

SQ122

Will INSW review the WHT business case with consideration of additional costs and considerations factored in ie changes to the crossing, golf course reconfiguration, new metro, rising inflation and borrowing costs?

ANSWER

I am advised:

I refer to the response to Supplementary Question 119.

SQ123

Now that the Metro West has been approved will the business case be re-assessed to consider the impact that this project will have (combined with the Southwest Metro) to traffic along the Western Harbour Tunnel corridor and the viability of the WHT?

ANSWER

I am advised:

The Business Case for Western Harbour Tunnel was prepared with the knowledge that other significant infrastructure projects, such as Metro West, would be delivered in parallel providing additional transport options.

SQ124

Given the large infrastructure shortfalls in the budget and needs across the state is the government re-considering the Western Harbour tunnel spend?

ANSWER

I am advised:

The NSW Government remains committed to securing a brighter future for NSW including through delivering city shaping infrastructure such as the Western Harbour Tunnel.

SQ125

What is the expected final cost for the Western Harbour Tunnel, including all additional expenses to date eg. golf course reconfiguration, compensation to Balmain Leagues Club, compensation to North Sydney Council, crossing change, tree replacement?

ANSWER

I am advised:

Transport is currently in the tender procurement phase for Stage 2 of Western Harbour Tunnel. Final contract value is subject to procurement.

SQ126

It was confirmed that alternate crossing technology was being looked at. What is the approximate variation to the expected cost of the project?

ANSWER

I am advised:

Transport is currently in the tender procurement phase for Stage 2 of Western Harbour Tunnel. The final construction methodology will be confirmed following contract award.

SQ127

If an immersed tube is used how are the severe risks to the harbour to be mitigated?

(a) What will be the additional cost be to mitigate?

ANSWER

I am advised:

In January 2021, planning approval for the project was achieved with conditions of approval to manage all project impacts.

The Environmental Impact Statement for the Western Harbour Tunnel assessed the impact of the Reference Design, which adopted the immersed tube technology for the harbour crossing.

When assessing the potential environmental and social impacts, Transport for NSW has taken a conservative approach with the investigation and assessment of potential impacts to ensure the best possible outcomes for the environment.