

**MINISTER FOR REGIONAL TRANSPORT AND ROADS**  
**HEARING DATE: 29 February 2024**  
**QUESTIONS ON NOTICE**

**Question no: 1**

**Transcript page: 10**

The Hon. MARK BANASIAK: Sorry, I didn't catch it, but it's my time. Can I just move to another bridge that I did ask about last time, which was the bridge at Clarence. Has there been any progression in terms of a commitment of funding or any progress on that bridge?

Ms JENNY AITCHISON: There has been a lot of progress. I'm not in a position today to give you the detail on that.

The Hon. MARK BANASIAK: Perhaps on notice could you provide some detail?

Ms JENNY AITCHISON: Yes, definitely we could do it on notice. But I want you to know I've met up with the council. I had a tour with the mayor, John Connors. I offered to meet with Councillor Dowling but he wasn't available that day that I did go out there.

The Hon. SAM FARRAWAY: But we funded it.

Ms JENNY AITCHISON: But yes, definitely there is more good news—

The Hon. SAM FARRAWAY: She can't give an update.

The Hon. NATALIE WARD: No update.

Ms JENNY AITCHISON: —to come but just not probably for announcements. Sorry, is there another conversation? It's very distracting for me.

The CHAIR: Order! I will keep the people on this side of the table under order, Minister. They are allowed to talk to each other, but if it's louder I will bring them to order.

Ms JENNY AITCHISON: Sorry, it's just distracting.

The Hon. MARK BANASIAK: In the wise words of Kath and Kim, "Look at moiye."

The CHAIR: I agree. Keep going, Mr Banasiak.

The Hon. MARK BANASIAK: So you've agreed to take that on notice.

**Answer:**

I am advised:  
(1) Additional funding has now been approved for the construction of a new bridge at Clarence Town. The NSW Government has increased its contribution by a further \$5.5 million to \$11 million and the Australian Government by \$781,000 million to \$9.581 million.

**Question no: 2**

**Transcript page: 11**

The Hon. SAM FARRAWAY: How large is the regional New South Wales road network?

Ms JENNY AITCHISON: It covers something in the order of 98 per cent of the State. There are 95 local government council areas.

The Hon. SAM FARRAWAY: What is it in kilometres?

Ms JENNY AITCHISON: You know what, I'm really bad at remembering those kinds of statistics. I know I did 8½ thousand kilometres in the first seven weeks this year travelling around the State, but I just can't remember the exact number.

The Hon. SAM FARRAWAY: Are you happy to take that one on notice? I know the work was done beforehand, so maybe you could update the Committee and take that question on notice.

Ms JENNY AITCHISON: Yes, sure.

**Answer:**

I am advised:

(2) There are over 18,000 kilometres of State Roads on the regional network (this includes Wollondilly, Newcastle and Wollongong but excludes Blue Mountains).

**Question no: 2a****Transcript page: 11**

The Hon. SAM FARRAWAY: How many meetings have you had with your Federal counterpart, Catherine King, since becoming the Minister?

Ms JENNY AITCHISON: I've had a couple of meetings—some face to face, some just by the bye, some by phone call and some at events. I'm not sure.

The Hon. SAM FARRAWAY: If there's a few, you can take that on notice. That's fine. So you are happy to come back to the Committee on that?

Ms JENNY AITCHISON: Yes.

**Answer:**

I am advised:

(2a) I have met with Catherine King on a number of occasions, in her Parliament House Office, and other times at media events and sometimes by telephone.

**Question no: 3****Transcript page: 13**

The Hon. SAM FARRAWAY: Minister, it's been 11 months since you became the Minister.

Ms JENNY AITCHISON: Not since that decision was made.

The Hon. SAM FARRAWAY: At the end of the day, I'm pretty sure you would have known about it. It's been 11 months and you're trying to say you still don't have any resolution on funding arrangements for future road infrastructure builds in this State?

Ms JENNY AITCHISON: I reject the premise of the question. It's not been 11 months since that decision was made or communicated to the Government. Those discussions are still ongoing, and that's entirely appropriate. How did you go with getting your \$8 billion for the tunnel?

The Hon. SAM FARRAWAY: Have you specifically written to Minister King asking her to reconsider?

Ms JENNY AITCHISON: Yes.

The Hon. SAM FARRAWAY: Have you had a response?

Ms JENNY AITCHISON: I'd have to check the records on that. I'm not sure that I have had a response, but I will have to check it.

The Hon. SAM FARRAWAY: Are you happy to take on notice whether, one, you have had a response and, two, what that response was?

Ms JENNY AITCHISON: I would have to check that in terms of where the negotiations are up to and whether it's—the status.

The Hon. SAM FARRAWAY: Would you be happy to table the response if you've received one?

Ms JENNY AITCHISON: That's what I just said. I would have to check the status of the document.

The Hon. SAM FARRAWAY: Are you happy to table your own correspondence from your office to Minister King?

Ms JENNY AITCHISON: Again, I think it was a joint approach and I would need to speak to the other Ministers but, generally, we're pretty open to that. I would come back to the Committee about whether that's the case. I also just wanted to go back to an earlier question that you asked me about the number of Acts. There are actually 25 Acts, I'm advised, that are jointly administered in the Transport portfolio.

**Answer:**

I am advised:

(3) As these discussions are ongoing and are sensitive in nature, it would not be appropriate to table correspondence at this time.

**Question no: 4**

**Transcript page: 23**

The Hon. MARK LATHAM: Can you tell the Committee what else you wrote in the email?

Ms JENNY AITCHISON: Yes.

The Hon. MARK LATHAM: You can?

Ms JENNY AITCHISON: Yes. I haven't got a copy of it here.

The Hon. MARK LATHAM: Are you happy to table the email for the benefit of the Committee?

Ms JENNY AITCHISON: Yes. Well, there is a part of it that I don't want to because I think it relates to some matters under legal privilege, and that's why we had withheld it.

**Answer:**

I am advised:

(4) This document has been provided under the relevant Standing Order 52.

**Question no: 5**

**Transcript page: 26**

The Hon. NATALIE WARD: Minister, given that you've said you were shocked and given that you were concerned, what specific steps and items did you direct your secretary to take in relation to this matter?

Ms JENNY AITCHISON: I requested a full briefing—

The Hon. NATALIE WARD: Who gave you the briefing?

Ms JENNY AITCHISON: —from the department, a departmental briefing.

The Hon. NATALIE WARD: Who gave you the briefing?

Ms JENNY AITCHISON: The departmental briefing.

The Hon. NATALIE WARD: From whom in the department?

Ms JENNY AITCHISON: I'd have to go back and look at the briefing note.

The Hon. NATALIE WARD: All right, you can take it on notice. Minister, can you understand—you say you've been attacked. You say you've spent hours dealing with this. But Rochelle Hicks is the one that should be at the centre of your concern. Do you understand, accede to and agree with that?

Ms JENNY AITCHISON: I absolutely agree with that and that's what I've been focusing on. Every action I have taken has been to get to the bottom of what happened—

**Answer:**

I am advised:

(5) I have received numerous briefings on this matter from the Transport Secretary, and the Deputy Secretary for Infrastructure and Place.

**Question no: 6**

**Transcript page: 32**

The CHAIR: I will come back with more detailed questions in the afternoon for the public servants.

I understand there was an Active Transport grants program recently.

Ms JENNY AITCHISON: Yes.

The CHAIR: There seemed to be many, many councils that missed out on that in terms of wanting projects funded. Can you give me the breakdown of how many people applied, what the number of applications were and then how much of that was for regional versus Sydney?

Ms JENNY AITCHISON: You are talking about the ones that have just been done?

The CHAIR: Yes, very recently.

Ms JENNY AITCHISON: I would have to get that on notice, but I can tell you a bit about the parameters. We have been very concerned around there's been a lot of councils that would be getting a lot of grants and then others that were getting none. This is an area that's administered, in terms of the grants, by Minister Haylen. But there has been a quarantining, in discussion with myself, of 40 per cent of those grants to go to the regional areas to try and ensure that they are getting their fair share. The other thing that we try to do is to really make it a bit easy for some of those regional communities, because we wanted to ensure that there would be a limit on the number of projects that they could apply for. I think they got a maximum of five they could apply for going forward, and also that they could apply for funds, not just for delivery but also for development. When you've got small councils, often they don't have the funds to put together a business case. That is an innovation to try and give them that capacity.

The CHAIR: Thank you, Minister. This was the Get NSW Active, last year.

Ms JENNY AITCHISON: So it was last year's grant. Sorry, yes.

The CHAIR: This is what I'm looking at. It was 2023. But if there is 2024—

Ms JENNY AITCHISON: Sorry, I just have to get some clarity.

The CHAIR: There are 523 applications. I've just got this in front of me from the media release that you issued with Minister Haylen. There is funding allocated for 44 Greater Sydney projects and 40 regional projects. So it's \$13.6 million of funding overall and then 40 per cent of that \$13.6 million is going to regional councils, which is—goodness me—not much when you consider that. Is that roughly the same amount for 2024, \$13.6 million? What have we got, \$6 million?

Ms JENNY AITCHISON: I would have to get you that on notice, sorry. I don't have the exact details on it.

#### Answer:

I am advised:

(6) In 2023-24, 30 councils in Regional and Outer Metropolitan NSW were awarded \$16.9 million of the \$50 million Get NSW Active grant funding, or 34 per cent. Of this, \$2.7 million of funding was provided for 16 design projects, and \$14.2 million was provided for 25 construction projects.

32 regional councils did not apply for funding in 2023-24 and 34 regional councils were unsuccessful.

The media release noted in the transcript was the announcement of the first of two tranches announced for the 2023-24 Get NSW Active grant and did not contain the total grants award.

To support the development and delivery of walking and bike riding projects in Regional and Outer Metropolitan NSW, the 2024-2025 Get NSW Active and Active Travel to School grant funding will prioritise 40 per cent of the \$60 million available funding to eligible projects in Regional and Outer Metropolitan NSW. Submissions have closed for the 2024-25 grant programme and are currently being assessed.

#### Question no: 7

#### Transcript page: 36

The Hon. SAM FARRAWAY: Minister, are you familiar with the latest Coffs Harbour Bypass bulletin that was issued, the most recent bulletin, to stakeholders and to staff on that project?

Ms JENNY AITCHISON: Not off the top of my head, sorry, Mr Farraway.

The Hon. SAM FARRAWAY: You may need to take this on notice, but would you agree that that bulletin says that the final planning regarding the effect of the most recent variations had not been finalised?

Ms JENNY AITCHISON: I'd have to take it on notice.

**Answer:**

I am advised:

(7) Transport for NSW assumes this question is referring to the Coffs Harbour Bypass December 2023 Community Update and referencing the update on Noise Walls.

The bulletin (Coffs Harbour Bypass December 2023 Community Update) describes the indicative noise wall locations, heights and lengths which will be submitted within the Operational Noise Report to Department of Planning Housing and Infrastructure in late-2024, following the review by NSW Environment Protection Authority and a Department of Planning Housing and Infrastructure approved Acoustic Advisor.

Until the Operational Noise Report is approved by NSW Department of Planning, Housing and Infrastructure, the height, length and location of specific noise walls will not be finalised.

**Question no: 8**

**Transcript page: 37**

The Hon. SAM FARRAWAY: The Armidale-Kempsey road that was part of the priority round, which has a lot of natural disaster funding attached to it and there are commitments in writing from the former Government and Transport for NSW, was one of the recommendations of the priority round. Is the New South Wales Government still going to transfer that road once repairs through flood and disaster funding has been expended?

Ms JENNY AITCHISON: That's obviously a conversation. That matter has been at budget estimates a number of times now. The concern is, as you say, it does have to have flood repairs done. Armidale Regional Council has got, apparently, \$408 million.

The Hon. SAM FARRAWAY: But at the end of those flood repairs, Minister, is your Government going to transfer that road, as it was one that was budgeted for by the previous Government and is part of the priority round of recommendations? Once repairs are done, are you going to transfer that road?

Ms JENNY AITCHISON: Once those works are done, we will sit and have a conversation with council about that.

The Hon. SAM FARRAWAY: So you can't confirm today?

Ms JENNY AITCHISON: No, because we are—

The Hon. SAM FARRAWAY: Because the council is under the impression that that road will be transferred at the completion of those flood repairs to that road.

Ms JENNY AITCHISON: Right. Okay. Well, we'll have a good conversation with them about it.

The Hon. SAM FARRAWAY: Surely councils, mayors and this Committee deserve better than a good conversation.

Ms JENNY AITCHISON: No, we will have a conversation, because they haven't raised—

The Hon. SAM FARRAWAY: Have you expended the money that was allocated for the transfer of that road?

Ms JENNY AITCHISON: I'd have to take that on notice.

The Hon. SAM FARRAWAY: When will you make that—

Ms JENNY AITCHISON: Our concern was that it had some \$408 million worth of works to be done on it, and one of the problems that has happened—

The Hon. SAM FARRAWAY: So it will be a good road when it's finished. Transport should want that one back because it will all be fixed.

Ms JENNY AITCHISON: But the problem, Mr Farraway, is that in the time that elapsed from when this policy was announced and when council has put in their applications and when the interim report came in, a lot of things changed. We had the renewable energy zones, we had post-COVID migration, we had the floods—we had a whole lot of other factors that have done that. So I don't want to say—

The Hon. SAM FARRAWAY: So you're happy to take on notice if the money that was allocated by the former Government, and in the budget as part of the priority round, has been redirected or suspended? You're going to take that question on notice?

Ms JENNY AITCHISON: Yes, happy to do that.

The Hon. SAM FARRAWAY: Okay. That's fine

**Answer:**

I am advised:

(8) Armidale Regional Council has approval to carry out \$408 million of Essential Public Asset Repairs to the Kempsey to Armidale Road in the Armidale local government area by 30 June 2027.

Transport for NSW has discussed the handover of Armidale Kempsey Road with Armidale Regional Council.

I refer to the response to Question on Notice 52 regarding funding about the Road Reclassification program.

**Question no: 9**

**Transcript page: 39**

The Hon. NATALIE WARD: I've only got a couple of minutes. I might come back to that one. I can do some more detail in the afternoon. Can you clarify how much money has been spent on the Nowra bypass since the 2023 election?

Ms JENNY AITCHISON: There is planning for it underway. I think there is \$8 million from the New South Wales Government, but I can't give you the exact details. You will need to get that from the department.

The Hon. NATALIE WARD: Do you have an anticipated start date?

Ms JENNY AITCHISON: I think you will have to get that from the department too. We are trying to stage these works so they can be delivered. One of the problems we have had on these projects as we've come into government is seeing that there is a lot of pressure on labour and on costs and materials. We want to make sure that we do these right and that we also do better consultation with community because some of those projects have taken an inordinately long time.

The Hon. NATALIE WARD: Just to clarify—and it's not a trick question—there is no start date yet?

Ms JENNY AITCHISON: No, I didn't say that. I said you need to speak to the public service to give you that detail.

**Answer:**

I am advised:

(9) The Australian and NSW governments have contributed a combined total of \$105 million towards planning for the Nowra bypass.

\$2.15 million has been spent since March 2023.

The planning and development process is expected to be completed by early 2026. Once this phase is complete, the project will move into development, subject to further funding.

**Question no: 10****Transcript page: 40**

The Hon. NATALIE WARD: I think there's between \$3 billion and \$5 billion. It's a big project, just acknowledging that. Has the Milton Ulladulla bypass commenced?

Ms JENNY AITCHISON: There is planning that's been going on. We've got the business case and the route sort of thing that's all happening. Obviously it's one of those ones where, even when I was in opposition, there was a lot of very difficult consultation. I know that the member for South Coast—there was a lot of conversation from her. There was Burrill Lake and then Minister Farraway was involved as well. I do get it.

The Hon. NATALIE WARD: I might come to progress.

Ms JENNY AITCHISON: It's very complicated. We also have some other issues on that project.

The Hon. NATALIE WARD: Acknowledging that, what's the anticipated delivery date for that one?

Ms JENNY AITCHISON: I will have to take that on notice. I think we haven't got a date on that.

The Hon. NATALIE WARD: Do you have a date on that?

Ms JENNY AITCHISON: No.

The Hon. NATALIE WARD: Do you know when the project will commence?

Ms JENNY AITCHISON: That's—

JOSH MURRAY: It's \$10 million.

Ms JENNY AITCHISON: Yes, \$10 million is allocated in this year's budget.

The Hon. NATALIE WARD: When will that work commence?

Ms JENNY AITCHISON: I'll take that on notice for you.

**Answer:**

I am advised:

(10) The Milton Ulladulla bypass is in planning. The Australian and NSW governments have committed \$940 million towards the planning and delivery of the project.

A refined corridor for the Milton Ulladulla bypass was announced in October 2022. Transport for NSW is further refining the bypass design to ensure it appropriately reflects community feedback, meets our environmental obligations and delivers the project's objectives of taking the flow of 'through' traffic away from the Milton and Ulladulla town centres.

A Movement and Place Assessment was completed in late 2023, which will help inform the concept design of the bypass, and findings may be used to assist in planning of the wider transport network in the Milton Ulladulla area.

Construction timeframes are not yet confirmed and will be informed by planning and development activities.

**Question no: 11****Transcript page: 40**

The Hon. NATALIE WARD: The East Nowra Sub Arterial—at the last election your party said that work on the East Nowra Sub Arterial would start on day one. Why didn't that happen?

Ms JENNY AITCHISON: There has definitely been early planning. Like you would know yourself, having been a former roads Minister, starting isn't shovels in the ground on day one. There is a lot of planning and consultation that goes into that, and getting business cases, getting the alignment

and working with council there. I have had conversations with Nowra council about that project, as well as the bypass, as well as the bridge, as well as a whole range of other things.

The Hon. NATALIE WARD: What planning money has been allocated toward that project?

Ms JENNY AITCHISON: I'm not sure. I would have to take that on notice. But all our election commitments will be funded, and obviously that is the case for this one.

The Hon. NATALIE WARD: Can you outline what community consultation has been undertaken on that project?

Ms JENNY AITCHISON: I'll have to take that one on notice.

The Hon. NATALIE WARD: It's not an unfair conclusion, because of the size of the project and the fact that a small amount, it would seem—it doesn't seem we can be clear on how much planning money has been allocated. It probably won't commence until the next parliamentary term. Is that a fair assessment given the size and complexity of the project?

Ms JENNY AITCHISON: I'll take that one on notice.

The Hon. NATALIE WARD: But it's unlikely that construction will start—

Ms JENNY AITCHISON: I don't agree with your conclusion at this point. I would like to take that question on notice.

The Hon. NATALIE WARD: Consultation, planning and commencement can all happen in this term?

Ms JENNY AITCHISON: Is that a question?

The Hon. NATALIE WARD: Yes. Are you confident that that can all occur in this term?

Ms JENNY AITCHISON: I'll take that on notice. I want to get the details from the department around

where we are up to with it.

#### Answer:

I am advised:

(11) The NSW Government allocated \$12 million across the forward estimates in the NSW Government budget, with \$400,000 allocated in 2023-24.

This funding will be provided to Shoalhaven City Council for planning and early works.

Shoalhaven City Council is in the early stages of planning and will carry out community consultation as part of its investigations and planning work.

There is no funding for construction and the full cost of this project is still to be determined by Shoalhaven City Council. A construction start date has not been determined.

#### Question no: 12

#### Transcript page: 41

The Hon. NATALIE WARD: Moss Vale Road—Minister, this week your department completely closed Moss Vale Road over Cambewarra Mountain for maintenance work at night-time.

Maintenance included vegetation removal and cleaning of gutters. Given it's almost two years since this road was impacted by heavy weather, when will repair work commence on that road?

Ms JENNY AITCHISON: I am really glad you asked about this. There has been a real concern in the community around the repair funding more generally.

The Hon. NATALIE WARD: Yes. I'm interested in when it will commence.

Ms JENNY AITCHISON: I will have to take that exact question on notice.

The Hon. NATALIE WARD: What communications have your department had with the local community, given the concerns around it, on time frames to deliver those works?

Ms JENNY AITCHISON: I think you should ask these questions of the bureaucrats.



The Hon. NATALIE WARD: I am asking you because there has been no announcement on the project and it is not listed on the project website.

Ms JENNY AITCHISON: Mr Fuller can take that question.

MATT FULLER: Thank you, Ms Ward—

The Hon. NATALIE WARD: That's all right. I can deal with that in the afternoon, Mr Fuller. I'm asking the Minister in the four minutes that I have left, but I'm very keen to hear from you in the afternoon, if I may. Have you been briefed, Minister, on when works will start on Moss Vale Road?

Ms JENNY AITCHISON: I get briefed on so many projects. I can't remember off the top of my head if I've been briefed on that specific one.

The Hon. NATALIE WARD: You'll take it on notice?

Ms JENNY AITCHISON: Yes, I'm happy to take it on notice.

**Answer:**

I am advised:

(12) From Transport for NSW to refer to the Media Release dated 12 March 2024, which is publicly available on the Transport for NSW website.

**Question no: 13**

**Transcript page: 41**

The Hon. NATALIE WARD: Have you considered providing any financial support to the Kangaroo Valley businesses that have been impacted by the delays to the roadworks?

Ms JENNY AITCHISON: I will refer that one to the department.

The Hon. NATALIE WARD: You will recall that the former Government—you have referred a number of times to the former Government that did or did not do things, understandably—provided a one-off payment to businesses in the valley when Barrengarry Mountain was closed. This road was on the western side of the valley toward the Southern Highlands. I'm just asking if you would consider providing, given there is precedent—

Ms JENNY AITCHISON: There are processes, Ms Ward, as you well know, that are in place for providing that kind of assistance to businesses.

The Hon. NATALIE WARD: Would you be supportive of that?

Ms JENNY AITCHISON: We would look at the cases. I can't just sit here and say, "Yes, they are definitely going to be funded," because we have to get the scale of what the works will be and the impact on their businesses so that we can go forward.

The Hon. NATALIE WARD: There has been an impact because the road has been delayed.

Ms JENNY AITCHISON: But there have to be processes, I think you would agree, in terms of taxpayer dollars, so that we actually ensure that everything is agreed properly.

The Hon. NATALIE WARD: What are the processes?

Ms JENNY AITCHISON: People can apply for assistance.

The Hon. NATALIE WARD: Is this something they can apply for now, for that assistance?

Ms JENNY AITCHISON: I will get you that information. If businesses want to come and have a chat to us about it, we are more than happy to open the door on that.

The Hon. NATALIE WARD: They are chatting with us and they are concerned. This is affecting them at a time of dire cost-of-living pressures and they have been impacted. They would like to know how they can apply and where and when. Are you able to provide that on notice?

Ms JENNY AITCHISON: We'll get that, yes.

**Answer:**

I am advised:

(13) Transport for NSW works closely with businesses and individuals to mitigate impacts as much as possible during the development and delivery phases of any project.

Financial support after a natural disaster is available for businesses and individuals via Service NSW. Service NSW's Business Concierge service offers ongoing, tailored help for NSW businesses impacted by natural disasters.

**Question no: 14****Transcript page: 42**

The Hon. NATALIE WARD: Minister, are you familiar with the Tripoli Way bypass project?

Ms JENNY AITCHISON: Yes.

The Hon. NATALIE WARD: How much was that allocated?

Ms JENNY AITCHISON: There was some money in the fund already—I think it was \$16.9 million, maybe—and then we put some more money towards it in the election campaign to bring it up to about \$20 million.

The Hon. NATALIE WARD: Since coming to office after the election, how much has been allocated to the project?

Ms JENNY AITCHISON: I'll take that on notice.

The Hon. NATALIE WARD: Do you know how much money was allocated to the project prior to you coming to government?

Ms JENNY AITCHISON: I think it was approximately \$16 million in that fund that had been allocated,

but in terms of actually to the project I'd have take that on notice.

The Hon. NATALIE WARD: I might assist. Some \$4.2 million was allocated by the former Government in planning and \$16.6 million from the Accelerated Infrastructure Fund. I'm interested in how much your Government has committed to and allocated to the project since coming to office?

Ms JENNY AITCHISON: I'll take that on notice for you until we get the right numbers.

The Hon. NATALIE WARD: Do you know who is delivering the project?

Ms JENNY AITCHISON: I will take that on notice.

The Hon. NATALIE WARD: I think it's Shellharbour City Council.

Ms JENNY AITCHISON: Sorry, I thought you were talking about something else. Yes.

**Answer:**

I am advised:

(14) The Tripoli Way extension project is a local road project led by Shellharbour City Council.

\$25 million in funding has been secured towards the project, this includes:

- \$4.2 million for planning, property acquisition and design
- \$16.6 million from the NSW Department of Planning's Accelerated Infrastructure Fund.

The NSW Government committed an additional \$4.2 million in December 2023 to help with inflationary costs.

Shellharbour City Council will commence early work in 2024, including earthworks and utility service relocation.

Major work is expected to begin in early 2025.

**Question no: 15**

**Transcript page: 44**

The CHAIR: When is the Government expected to announce its response to the community consultation for the Alstonville Bypass upgrade?

Ms JENNY AITCHISON: I think that's something that I'll have to take on notice.

The CHAIR: All right. Take that on notice. We'll come back to that.

Ms JENNY AITCHISON: Sorry, I'll go back to the officials. Let's do it that way.

**Answer:**

I am advised:

(15) Transport for NSW will undertake further consultation with Ballina Shire Council before publicly releasing the community consultation summary report for Alstonville Upgrade preferred option before the end of June 2024.

The environmental assessment and detailed design on the preferred option will be prepared in the second half of 2024, prior to the start of construction.

The project is funded for delivery, with commencement of construction dependant on community consultation and environmental assessment.

**Question no: 16****Transcript page: 44**

The CHAIR: Thank you. Are you aware of the Local Government Road Safety Program? The program has remain unchanged since its inception in 1992, despite a commitment to update it, I assume by the former Government, in 2021. Where's the status of that up to? Clearly this is a big issue from regional councils, but the impression I'm getting from my discussions is they just don't feel like they're being taken seriously.

Ms JENNY AITCHISON: I would have to take that exactly on notice. I'd probably suggest it's something to talk about with the officials in the afternoon. Obviously we want to do everything we can to make communities safe. When I was out in the last seven weeks of the year I think I met with 20 councils, and road safety was the top agenda issue for every one. I made sure it was. We want that to be not just the one day but to flow out. So, yes, it is definitely a concern for me, but we want to make sure that we're giving the right information.

The CHAIR: Where is it up to in terms of you leading it within government for this kind of road safety—

I know that you've got the Road Safety Action Plan, is it?

Ms JENNY AITCHISON: Yes.

**Answer:**

I am advised:

(16) In 2008, the Australian Road Research Board conducted a strategic review of the Local Government Road Safety Program. Recommendations of this review included the incorporation of the Safe Systems approach to road safety, and an improved project funding model.

During financial year 2010/11, Transport for NSW conducted a pilot to test the recommendations. The pilot was evaluated in 2011 by a specialist local government road safety consultant. In July 2014, Transport for NSW implemented a revised delivery model in response to the recommendations. The revised program aims to ensure local road safety projects are more closely aligned with best practice and are submitted and approved for funding under the program. The

change included the requirement for a road safety action plan to provide a clear agreement on projects and activities that will be delivered with the funding. The funding commitment is confirmed via a Program Funding Agreement between Transport for NSW and each council.

Under the 2026 Road Safety Action Plan, Transport for NSW has again committed to review and expand the Local Government Road Safety Program to ensure every council has access to a Road Safety Officer to better resource their road safety planning and integrate in their local communities. Work has commenced to scope the review. As part of this review, Transport for NSW will consult with key stakeholders. Transport for NSW plans to complete the review by the end of 2024.

**Question no: 17**

**Transcript page: 48**

The Hon. NATALIE WARD: Minister, just coming back to the Tripoli Way bypass. Why did the Labor candidate for Kiama say, "Only Labor will deliver the Albion Park bypass," when, in fact, it was funded by the former Coalition Government?

Ms JENNY AITCHISON: My understanding was there wasn't enough money to complete the project.

The Hon. NATALIE WARD: But there was no funding from—and you have not confirmed any further funding, today, for the project. It is funded, in fact, \$4.2 million in planning and \$16.6 million from the Accelerated Infrastructure Fund, so it's just wrong, isn't it?

Ms JENNY AITCHISON: But there was additional funding that Labor has committed to that project of some \$4.3 million from the Regional Roads Fund. There was additional funding which was not going to come from the Coalition Government.

The Hon. NATALIE WARD: Minister, why are members of your party misleading residents of Albion Park about the nature of the funding when the funding was in place? Shouldn't you just be up-front with the community about the funding that was in place for this project?

Ms JENNY AITCHISON: I totally reject, Ms Ward, the premise of your scripted question there, because it's not actually correct. I just said, you had not fronted up the \$4.3 million that was estimated that would be required to complete the project, which we put in and made the commitment to.

The Hon. NATALIE WARD: So you have provided additional funding? You're confirming that?

Ms JENNY AITCHISON: Yes, as per election commitments—under the Regional Roads Fund.

The Hon. NATALIE WARD: Was that requested by the council?

Ms JENNY AITCHISON: Sorry?

The Hon. NATALIE WARD: Was that requested?

Ms JENNY AITCHISON: I would have to go back and take that on notice of how that was. I know there was an issue and concern around funding shortfalls and when I spoke to council, some months ago now, I'm sure they were still raising concerns around extra funding required.

The Hon. NATALIE WARD: How much did you say you provided?

Ms JENNY AITCHISON: It's \$4.3 million we've committed.

**Answer:**

I am advised:

(17) By Transport for NSW to refer to the response to Question on Notice 14.

**Question no: 18**

**Transcript page: 49**

The Hon. SAM FARRAWAY: Minister, with regard to the email that Mr Latham was referring to,

who sent that email?

Ms JENNY AITCHISON: I think I took the notes on Ms Boyd's phone, because I was using my phone to talk and I asked her to send it so we could get it printed out.

The Hon. SAM FARRAWAY: Who was it sent to? Was it just directly to you or to the office or anyone else in your office?

Ms JENNY AITCHISON: No. My understanding—it was just sent to Ms Boyd. I can't remember but I'm sure that's all it was.

The Hon. SAM FARRAWAY: You are happy to take that on notice for us and come back to the Committee maybe during the day? Obviously, someone had to be the author of the email and you would think whoever the author—

Ms JENNY AITCHISON: But it came off the phone.

The Hon. SAM FARRAWAY: Yes, but that's not what we know. There is an email—

Ms JENNY AITCHISON: Well, it is what you know, because that's what I've told you.

**Answer:**

I am advised:

(18) Refer to my response to the question on notice on this general topic given Thursday 21 March 2024.

**Question no: 19**

**Transcript page: 49**

The CHAIR: Great. I will go back to this question I couldn't get out before. In the budget, there were numerous announcements around State road funding. One of the roads that has come to my attention, Sturt Highway, is very dangerous and in critical need of repair in various areas. There have recently been deaths as well. It is a crucial freight link between Sydney and Adelaide. Are we expecting more funding for this much-needed upgrade to this highway?

Ms JENNY AITCHISON: We always look to prioritise safety issues on particular roads where there is a crash history. Obviously that does create an extra imperative on it, but it's not just about crash history, it's also about the conditions of the road. Transport for NSW has got significant funds of money, something in the order of more than \$200 million on infrastructure road upgrades.

The CHAIR: Can we expect it for Sturt for that?

Ms JENNY AITCHISON: I have to take that one on notice.

**Answer:**

I am advised:

(19) Transport for NSW is investing \$11 million on the Sturt Highway on curve improvements and intersection upgrades at Sandigo and safety improvements at the intersection of Kapooka Road at San Isidore.

The bridge over Marshalls Creek in Wagga Wagga is also being widened. The NSW Government has allocated \$23 million over four years to 2026-27 to complete the widening.

Transport for NSW is also continuing to monitor, investigate, and advocate for funding for further upgrades on the Sturt Highway to improve road safety for all users.

**Question no: 20**

**Transcript page: 52**

The Hon. SAM FARRAWAY: I want to move on to the Coffs bypass. Ms Drover might hopefully be

best placed. With regard to the Coffs bypass and the sound amenity wall that we talk about most estimates now, since the change, the Minister mentioned earlier that there could possibly be updates in that space. With regard to the latest bulletin that I referred to on the Coffs Harbour Bypass, obviously it can be assumed that the final planning regarding the effect of most of the variations means that it's not finalised. Is that fair to say? Is the sound amenity wall still being considered at all as part of the project?

CAMILLA DROVER: I think you're referring to the noise wall outside a particular proposed development.

The Hon. SAM FARRAWAY: Correct, yes—outside the proposed film studio, or Pacific Bay.

CAMILLA DROVER: I think I will refer back to my response at the last budget estimates. As you'd be aware, the planning approval doesn't require us to put a noise wall in that location. It is still a proposed development, is my understanding. The other issue is, in the detailed design that was offered by the contractor which is delivering the project, one of their design innovations was actually to move the corridor for the Coffs Harbour Bypass further west. It puts it even further away from that proposed development.

The Hon. SAM FARRAWAY: The Minister mentioned earlier, though, that she had a further update. Is there any further update about that corridor or, specifically, is there any update, or can you update today's hearing on when Transport for NSW will determine if it will be removing any of the trees and bush along the boundary and when it will occur?

CAMILLA DROVER: I'm not clear what the Minister was referring to. I can tell you that 30 per cent of the earthworks for the project are complete. You may be aware that we started tunnelling at the end of January for the project, with three short tunnels, six tubes in total. That work is underway. I am also aware that 90 per cent of the clearing for the project has already occurred.

The Hon. SAM FARRAWAY: Is there any way that some of the vegetation—some of the trees and bushes—that is along that boundary can be retained, which may act possibly as an amenity or sound wall for the hundreds of residents that actually live in and around that development?

CAMILLA DROVER: I'll have to take that on notice. What I can say is we don't clear trees if we don't need to. We have a protocol where we check every tree before we do clear it, even though it was proposed in perhaps an EIS or other prior planning document. And, yes, if there is an opportunity to retain any vegetation, we absolutely will. That may be the case if we've moved the alignment further west, but I would need to go away and get that level of detail for you.

The Hon. SAM FARRAWAY: If you could, Ms Drover, that would be very helpful. I've been approached by a lot of members that live in and around those developments, not just the owners of Pacific Bay, for instance, but quite a few people that live in and around that area semi-permanently. They have huge concerns about the noise of decelerating and accelerating trucks and vans and buses and heavy vehicles that will be coming into Coffs Harbour, and exhaust brakes, obviously, for people needing to pull up at that intersection. The former Government made a very clear commitment in this space at the election. I know you can't comment on policy, but can you come back on notice to see if there is any way that retaining any vegetation—trees, bushes—along the boundary and that corridor would serve possibly as a wall without having to build a wall?

CAMILLA DROVER: Absolutely. Most happy to.

**Answer:**

I am advised:

(20) The bulletin (CHB December 2023 Community Update) describes the indicative noise wall locations, heights and lengths which will be submitted within the Operational Noise Report to Department of Planning Housing and Infrastructure in late-2024, following review by NSW EPA and Department of Planning Housing and Infrastructure approved Acoustic Advisor. Until the Operational Noise Report is approved by Department of Planning Housing and Infrastructure the location, height and specific location of noise walls will not be finalised.

Transport for NSW has acquired a narrow strip of land from Pacific Bay Resort directly adjacent to the existing Pacific Highway. There is existing vegetation on the Transport for NSW land and also on the acquired land, which will be required to be cleared to provide width for the construction footprint.

The project is required to construct a water quality basin on the eastern side of the existing Pacific Highway partially in the acquired land from Pacific Bay Resort in the third quarter of this year. The construction for the basin will run for approximately two months and will include clearing all vegetation within the area, and construction utilising excavators and rollers. This work is required to take the water from pavement drainage that is to be constructed as part of the stage 2a traffic switch. The CHB team presented this detail to Pacific Bay Resort at a project update, including both Transport for NSW and FGJV, on 8 March 2024.

No other work, including clearing is expected in the footprint of the Pacific Bay Resort acquired land until late 2025.

Transport for NSW representatives met with Pacific Bay Resort on 8 July 2022, where they discussed what vegetation would be cleared as part of the upgrade. Transport for NSW has worked closely with Pacific Bay Resort to minimise clearing of vegetation during the early utilities works in 2022/23.

The intersection design for Charlesworth Bay intersection will also require the removal of fig trees within the construction (acquired land) footprint. The project's design and construct contractors will look to minimise impact where possible by modifying the drainage design, where feasible, on the northern side, which may provide an option to retain some trees.

**Question no: 21**

**Transcript page: 53**

The Hon. SAM FARRAWAY: What is the completion date for Coxs River Road?

CAMILLA DROVER: Just give me a minute and I'll come back to you.

The Hon. SAM FARRAWAY: If you could also come back on Medlow Bath. I am happy for you to come back a bit later. I've got lots of questions on this.

CAMILLA DROVER: I can probably give it to you now.

MATT FULLER: Mid-2025.

CAMILLA DROVER: Yes, and mid-2025, I think, for Medlow Bath.

The Hon. SAM FARRAWAY: So mid-2025 for both?

CAMILLA DROVER: Yes, mid-2025 for Coxs River Road and 2025 for Medlow Bath, obviously subject to weather, given significant earthworks on the Coxs River Road project.

The Hon. SAM FARRAWAY: With regard to the work Transport undertook with regard to the EIS for a proposed tunnel, are you aware of what the results of the submissions were?

CAMILLA DROVER: You will be aware that obviously we did the EIS and it was displayed. We had prepared a submissions report. Given the project has been cancelled both at the State and the Federal level, we have not gone back to the community with that submissions report. But we did obviously assess all the submissions received from the community. That was considered, but, no, that has not gone back.

The Hon. SAM FARRAWAY: What was the majority view, of those submissions?

CAMILLA DROVER: I would need to take it on notice because I haven't seen the final report. It was never finalised, given that the project was cancelled.

The Hon. SAM FARRAWAY: Was there an interim report completed or a draft?

CAMILLA DROVER: The report was pursued but it wasn't finalised because the project was cancelled.

I'm happy to take on notice what I can share with you out of the community feedback and the submissions.

The Hon. SAM FARRAWAY: Can you take on notice, Ms Drover, whether you can table to the Committee on notice a copy of the draft report, obviously bearing in mind the project never proceeded, but what the conclusion of all the submissions was?

CAMILLA DROVER: I will take that on notice, but I suspect I will also need to liaise with my colleagues in the Department of Planning, or DPIE.

The Hon. SAM FARRAWAY: Mr Murray, would you be prepared to also, with Ms Drover, take on notice if that report can be tabled to the Committee?

JOSH MURRAY: Yes, I'll take that on notice. Apologies for my distraction. I should just point out that there is water dripping onto power cables in front of the Hansard table.

The Hon. SAM FARRAWAY: Mr Murray, with regard to that report, do you see an issue in tabling or making public the draft or interim submissions report for the EIS for the proposed tunnel?

JOSH MURRAY: I'm aware of the process; I just have to take advice on tabling that and we'll come back on notice.

**Answer:**

I am advised:

(21) By Transport for NSW that the NSW Department of Planning, Housing and Infrastructure Secretary received 124 submissions during the public exhibition of the Blackheath to Little Hartley Environmental Impact Statement. Copies of the submissions were provided to Transport for NSW.

Of the 124 submissions received, 104 were from individual community members, 14 were from community groups and six were from key stakeholders. From these submissions, 21 supported the project, 63 objected to the project and 40 provided comments on the project.

Advice was also received from 16 NSW Government agencies.

Transport for NSW has informed the community that there are no plans to recommence work on the proposed Blackheath to Little Hartley Tunnel. Transport for NSW has paused all work on the Blackheath to Little Hartley Upgrade and wrote to the NSW Secretary of Planning, Housing and Infrastructure in January 2024 advising that Transport for NSW does not intend to submit the project's Submissions Report, as required under section 5.17(6) of the *Environmental Planning and Assessment Act 1979*, for two years.

While a Response to Submissions Report has been drafted, it has not been proceeded through approvals within Transport for NSW and therefore cannot be provided. The unapproved draft does not represent NSW Government decisions, reasons, and actions.

**Question no: 22**

**Transcript page: 56**

CYNTHIA HEYDON: As Ms Drover spoke about earlier, there are three types of regional rail trains that are coming in, which are the long and the short regionals and the intercities. The intercities do have bike facilities. We're looking at the outcomes of the trials on the XPTs for how we'll look at that in the regional services or the new trains as well.

The CHAIR: At this stage, I think Ms Drover said, they can take a few bikes. What's the expectation around how many bikes—for example, you get a group of people that want to travel to some regional centre, say Orange, to do the rail trails—



CYNTHIA HEYDON: To do a large group.

The CHAIR: —and they want to take their bikes and there's like 20 of them?

CYNTHIA HEYDON: We'll have to come back to you with exactly what the capacity is and if it's a stepped improvement from XPT. But what we're trying to look at is whether we can go further than what the current arrangements are under XPT, which may see beyond boxing storage options.

The CHAIR: But just to be clear, I'm talking about roll-on bikes here.

**Answer:**

I am advised:

(22) By Transport for NSW that the new Regional Rail fleet trains that will replace the diesel intercity trains will have dedicated bike spaces in the passenger vestibules, with the final number to be confirmed. The diesel Intercity services are Opal services and do not require passengers to book seats. As per Sydney train services, Intercity passengers can 'roll on' a bike on an Intercity train for free at any time, but need to ensure it is kept secure and does not cause a safety concern for other passengers and staff.

Currently, both the new long and short Regional trains have been designed for bicycles to be carried in line with current NSW TrainLink procedures. These regional services are booked services and require customers to book bikes in advance as these are classed and stored as checked luggage.

NSW TrainLink is investigating trialling alternative methods of carrying and storing bikes on-board of the existing booked Regional Trains (and connecting NSW TrainLink coaches), as well as opportunities to have bikes stored in passenger areas. Options of storing bikes in passenger areas are likely to reduce seating capacity.

The outcomes of these investigations and trial/s will inform potential engineering solutions to enable bikes to be safely stored in passenger areas on the new long and short Regional trains.

**Question no: 23**

**Transcript page: 59**

The Hon. NATALIE WARD: Can I just follow up on one matter there, Mr Murray? You talked about the notification to all staff—educating them—and I welcome that. That's a good step. Can you table that notification to all staff, for this Committee, that you referenced, about educating staff on sensitive matters?

JOSH MURRAY: Yes, I can. We are working through that at the moment. We will have a formal report back to our executive committee in March about the measures that have been put in place.

**Answer:**

I am advised:

(23) I refer you to the response to Question on Notice 24.

**Question no: 24**

**Transcript page: 60**

The Hon. NATALIE WARD: Certainly, but you expect that everyone in that meeting—you indicated

that that meeting should have been stopped immediately; your words. How do you educate and make it clear, in writing, to all staff, that they are the steps that should have been taken? Perhaps I can invite you to brief this Committee on the actions have been taken once they're in place.

JOSH MURRAY: I'd be happy to do that. I would state that it is compulsory for staff to be trained in exactly the matters that you've just raised, which is the conduct, should a meeting ever have such consequences as the one that occurred in Coffs Harbour in June.

**Answer:**

I am advised:

(24) Transport for NSW is making progress in rolling out a range of actions and communications to rectify the deficiencies in internal processes and employee support identified as a result of the matter involving Ms Hicks, and to educate staff on behavioural standards and management strategies. Further, Transport is also working to embed a culture of respect at work, as well as proactively enhancing the organisation's awareness and management of psychosocial hazards more broadly.

As indicated by the Secretary and Deputy Secretary Infrastructure & Place at the supplementary hearing of 29 February 2024, these measures include:

- Reinforcing with staff on the Coffs Harbour project the need to immediately report any inappropriate behaviour,
- Advising staff of the need to ensure meeting minutes capture all conversations or behaviours in a meeting, and
- Educating staff on strategies to use when responding to inappropriate workplace behaviour,
- Developing training guidance around psychosocial hazards for Infrastructure & Place division staff who engage with stakeholders with a view to extending this to other parts of the agency where similar engagement work is done.
- Instituting the escalation of behavioural matters involving executives and senior managers to a case assessment panel that now includes Transport's Chief People Officer (to date this approach was used for award staff) to ensure earlier visibility at the top leadership level of significant incidents involving senior staff and the proposed management response.
- Reviewing community engagement within Infrastructure & Place to recommend process improvements and strategies including setting standards of behaviour which will be expected and maintained during any engagement, with improvements to be considered for wider roll out.
- A briefing to the Secretary weekly on all significant people issues to ensure correct escalation and case management.

Transport for NSW would welcome the opportunity to brief Committee members in more detail on the measures implemented and staff communications to date, as well as next steps. I refer you to correspondence from the Secretary of Transport for NSW to the Chair, dated 26 March 2024, seeking to arrange this briefing.

**Question no: 25****Transcript page: 61**

The Hon. NATALIE WARD: I might turn to some other matters now regarding the bypasses. Ms

Drover, if I can come back to the Nowra bypass, I know a number of questions were taken on notice by the Minister and I accept that, but can I understand what are the next steps in the planning process for Nowra bypass?

CAMILLA DROVER: Is that the question to me?

The Hon. NATALIE WARD: Yes. Sorry, Ms Drover.

CAMILLA DROVER: We are in the planning phase for the Nowra bypass. I think we said before the break that we have \$8 million allocated for that planning phase. I can confirm that we are in the early stages of the planning.

The Hon. NATALIE WARD: When do you anticipate the planning will be complete on the Nowra bypass?

CAMILLA DROVER: I don't have an exact date for that, but I'm happy to take that on notice and bring it back when I can.

The Hon. NATALIE WARD: That would be helpful. There must be a project schedule, surely, for the project?

CAMILLA DROVER: I'm sure there is. I haven't got that in front of me, but I'll take that on notice.

The Hon. NATALIE WARD: That would set out what the planning steps are and where it is anticipated

that that planning process would be completed?

CAMILLA DROVER: Sometimes it's not a definitive date. Depends what you find in the planning stage, but there will be some target dates.

The Hon. NATALIE WARD: Can we understand what the results of the most recent community engagement committee process was on this project?

CAMILLA DROVER: I don't have that in front of me. There may be some information on the website.

Often when we've done engagement we do give back to the community what we found during engagement processes, but I have to take that on notice again.

The Hon. NATALIE WARD: Mr Hayes, can you assist?

ANTHONY HAYES: I can add a little bit to that, if I may. During 2023 we did consult with a range of stakeholders—from freight operators to the broader community. Feedback has been compiled and the consultation summary report will be released publicly, probably within the next three months.

The Hon. NATALIE WARD: That process is complete?

ANTHONY HAYES: It's an ongoing—I guess the initial consultation, but then we will obviously absorb that and then go back out to the community to discuss their feedback.

The Hon. NATALIE WARD: Within three months we'll have that compiled and then you will anticipate going back to the community when?

ANTHONY HAYES: I don't have a firm date, but that would be the next logical step in the process once we've reviewed the feedback to make sure that we are fully engaged with the community to make sure that we're delivering a product that they want.

**Answer:**

I am advised:

(25) The planning and development process for the Nowra bypass and transport improvements planning is expected to be completed by early 2026.

Community consultation was completed in November 2023 as part of a Movement & Place Study, which explores how the community, visitors and businesses move around the Nowra area.

Feedback received from the community consultation activities will be summarised in a consultation report that will be released on Transport's website in mid 2024.

The next round of formal community consultation is likely to take place following the identification of the preferred option/s. The planning and development process could take up to three years and is expected to be completed by early 2026.

**Question no: 26****Transcript page: 61**

The Hon. NATALIE WARD: I move back to the Milton Ulladulla bypass, Ms Drover or Mr Hayes. Can we have an understanding—again understanding that some of these questions have been taken on notice—about the projected commencement for this bypass project?

CAMILLA DROVER: I haven't got that information with me, other than that we have got \$10 million allocated for this year's budget to progress the planning for the project.

The Hon. NATALIE WARD: That is also allocated for planning?

CAMILLA DROVER: Planning is my understanding, yes.

The Hon. NATALIE WARD: Can we understand what stage of the planning? Has that commenced?

CAMILLA DROVER: You will be aware that the work was done previously. The project has had quite a long history.

The Hon. NATALIE WARD: But much anticipated.

CAMILLA DROVER: I have to take that on notice to give you much more detail.

The Hon. NATALIE WARD: Perhaps what stage it's up to, what the next steps are, when we can anticipate that and, in terms of the project schedule, what the anticipated delivery date is for that one as well, thank you.

CAMILLA DROVER: I will take it on notice.

**Answer:**

I am advised:

(26) By Transport for NSW to refer to the response to Question on Notice 10.

**Question no: 27****Transcript page: 63**

The Hon. NATALIE WARD: The Dapto on-off ramp—there have been lots of enthusiastic responses here. When will the work commence on the promised access ramps for the M1 at Dapto?

CYNTHIA HEYDON: Let me just refer to my notes.

The Hon. NATALIE WARD: Take your time.

CYNTHIA HEYDON: We're currently in planning. We did undertake community consultation last year, which was actually a very good community consultation. We got really great feedback.

The Hon. NATALIE WARD: Can I interrupt you there because you've anticipated my next question, helpfully.

CYNTHIA HEYDON: Sorry.

The Hon. NATALIE WARD: No, not at all. When you say "last year", when did that occur last year?

CYNTHIA HEYDON: Let me just get it from my notes.

The Hon. NATALIE WARD: Sure.

CAMILLA DROVER: I can also contribute something. There was a community drop-in session for the project more broadly, which was on 8 February, and that was for the Mount Ousley to Yallah Integrated

Transport Plan.

The Hon. NATALIE WARD: Since the election, what community consultation has taken place?

CYNTHIA HEYDON: Let me just pull up the notes.

**Answer:**

I am advised:

(27) The community consultation period was held between 11 December 2023 and 12 February 2024 and a community drop-in session was held on 8 February 2024.

**Question no: 28****Transcript page: 64**

The Hon. NATALIE WARD: Are you ready to go, Ms Heydon? I can keep going if you're still looking.

CYNTHIA HEYDON: Keep going and I'll get the details for you as well.

The Hon. NATALIE WARD: What's the funding that has been allocated for planning for the project over the next four years?

CYNTHIA HEYDON: We have \$1 million in the current financial year.

The Hon. NATALIE WARD: For planning?

CYNTHIA HEYDON: As part of the \$10 million commitment in relation to the planning for the ramps.

We are leveraging off the earlier community consultation that we have done, and I believe we're expecting to go back out to community consultation following what we learnt from the last consultation this year.

The Hon. NATALIE WARD: So \$1 million is allocated.

CYNTHIA HEYDON: This financial year, yes.

The Hon. NATALIE WARD: Is the \$10 million allocated in the four years?

CYNTHIA HEYDON: If I can take that on notice, we'll get back to you this afternoon, just to confirm the cashflows.

The Hon. NATALIE WARD: That would be helpful. Given that's in the four years and the need for community consultation to go back again, do you anticipate that this project would commence in this term?

**Answer:**

I am advised:

(28) The 2023-24 NSW Budget committed \$10 million to undertake early planning for new south-facing ramps at Dapto to connect onto the M1 Princes Motorway.

Budget funding of \$10 million has been allocated out of the Regional Roads Fund across FY24 to FY26, with \$1 million initially allocated for this year.

The indicative cashflow of the \$10 million is \$1 million (FY24), \$5 million (FY25), \$4 million (FY26). It is anticipated that this cash flow will be revised as the project progresses.

Timing for construction would be informed by this planning and subject to future funding decisions.

**Question no: 29****Transcript page: 65**

The CHAIR: I want to turn to the issue of the councils requesting speed limit reviews again. What is the current number of councils who have requested speed limit reviews? I think that is to you, Mr Carlon.

BERNARD CARLON: The actual number currently I don't have to hand, but I do have the numbers for the last four years. We've had a total of 1,053 speed limit reviews completed and 586 on local roads, so that would involve local councils. Just to the matter of the advising of time frames as

well, as a result of the Staysafe Committee recommendations last year on regional speed and regional road safety, the standard now has a specific measure for the preliminary review. Up until step three shall be complete within four months, so you get a request and there is a preliminary review of that request for a speed review. That needs to be completed within four months from the date of the request, when it was received or where a need was identified for a speed zone review. This includes, in the standard, notifying local government of the outcome and outlining the next steps in the review as to whether it will progress and, if it will progress, a time frame for the completion of the comprehensive reviews. That's all identified as part of that next step in the new standards. Council should be expecting that, once they've lodged a request, within four months they're getting feedback about the progress of that speed zone review request, under the new standard.

The CHAIR: Have you got data there or statistics there in terms of those requests that were made? It

was 500 and something that were regional, did you say?

BERNARD CARLON: The data is what's happened over the last four financial years. We do see a fairly significant increase in the last two financial years, following COVID. But, yes, a total of 586 speed zone

reviews that were completed during that period.

The CHAIR: So 580 and that's for the whole of New South Wales?

BERNARD CARLON: On local roads. We can take it on notice. There was a backlog associated with that period of time and that's why there were significantly more reviews done in the last two years.

The CHAIR: Do you have an idea or the information there in terms of how many of those reviews are

proceeded with? I think you just spoke about a stage process. That's correct, isn't it?

BERNARD CARLON: That 586 are completed speed zone reviews. That's where a speed zone has actually been adjusted.

**Answer:**

I am advised:

(29) The table below provides updated information from Transport for NSW's Speed Management Portal. Note that this updated table includes State and Regional Speed Zone Reviews (SZR).

Financial Year	SZR's Completed	Local Roads	State Roads	Regional Roads	Mix	Resolved-Withdrawn
2020-2021	267	155	65	29	8	10
2021-2022	173	96	37	21	6	13
2022-2023	337	193	72	49	4	19
2023-2024	276	142	60	29	4	41
<b>Total</b>	<b>1053</b>	<b>586</b>	<b>234</b>	<b>128</b>	<b>22</b>	<b>83</b>

**Question no: 30**

**Transcript page: 67**

The Hon. MARK LATHAM: To the secretary, Bri Gallagher, the senior manager of professional standards and conduct, signed off on her assessment of Rochelle Hicks, acting on the McNally and Nash complaints, on 7 August. Is there a document thereafter where Martin Donaldson as the decision-maker sets out clearly that he is rejecting these recommendations and findings against her and not acting on them?

JOSH MURRAY: I couldn't point to the document, but I know that Mr Donaldson dealt with that matter at the time.

The Hon. MARK LATHAM: He dealt with it at the time. Can you take on notice and provide the document?

JOSH MURRAY: Yes.

The Hon. MARK LATHAM: I'm worried that maybe it's the case that, because Rochelle Hicks has not

returned to the workplace, he didn't have to act on them because she hasn't come back.

JOSH MURRAY: No, that was declined by Mr Donaldson. The instruction was given to the team and he formally took that decision, and I have discussed that matter with him in the course of confirming those details.

The Hon. MARK LATHAM: Why is there no documentation in the call for papers?

JOSH MURRAY: I can't speak to that answer.

The Hon. MARK LATHAM: Can you take it on notice to try to find out what happened there and the documentation that is relevant?

JOSH MURRAY: Yes

**Answer:**

I am advised:

(30) Martin Donaldson made the decision not to proceed with any performance action against Ms Hicks in relation to the email on 7 August 2023, and communicated that verbally to his Business Partners in People & Culture (a division of Transport for NSW).

**Question no: 31**

**Transcript page: 70**

The Hon. SAM FARRAWAY: Ms Drover, with regard to the EIS for the proposed tunnel, can you advise if the interim or the draft report—the results of the submissions report—were ever shared with the

Commonwealth Government?

CAMILLA DROVER: I don't believe it was but I'm happy to confirm that on notice.

**Answer:**

I am advised:

(31) The Coffs Harbour Bypass has been approved under bilateral assessment agreement between the Australian and NSW Governments.

As part of this process the then NSW Department of Planning and Environment (now Department of Planning Industry and Housing) provided all environmental assessment documents including Submission Report and Amendment Report associated with the Coffs Harbour Bypass to the Australian Government via the then Department of Water, Agriculture and the Environment, which is responsible for issuing project approval under the *Environment Protection and Biodiversity Conservation Act 1999*.

**Question no: 32**

**Transcript page: 70**

The Hon. SAM FARRAWAY: Excellent, thank you. This one I don't know who to ask—maybe

Mr Hayes—regarding the upgraded Great Western Highway entry into Bathurst. That piece of infrastructure has now been completed—maybe Mr Fuller can do this. Who looks after the maintenance of the lighting on that State road on the entry to Bathurst? I've had people come into my office in Bathurst to ask me. They use the pathway, the walkways, and some of the lighting is out. It's a simple question. If you can take on notice who looks after that and can the processes within Transport review that street lighting for safety with the new pathway that's been installed?

MATT FULLER: I'm happy to look at that. I believe you're referring to the Kelso to Raglan project?

The Hon. SAM FARRAWAY: Correct.

MATT FULLER: It's being led out of our maintenance and delivery area under Mr Grosskopf. We will certainly go back and look at what lighting needs some maintenance, no problem.

**Answer:**

I am advised:  
 (32) The new lighting along the shared path was installed as part of the Kelso to Raglan Upgrade project which was completed in December 2023.

The street lighting along the pathway is currently being maintained under warranty by the Transport contractor. The assets are routinely inspected, and routine maintenance has been carried out on this asset during the warranty period.

The lighting was most recently inspected at night on 11 March 2024 and found to be in working order with no defects.

**Question no: 33****Transcript page: 70**

The Hon. SAM FARRAWAY: I've only got two minutes left before we go to the break. Ms Heydon, Fixing Country Rail—Ms Hoang and the Minister confirmed that no new projects have been announced since the election and there's \$249 million still left in that fund. My question is how many projects does your department have with a business case ratio of one ready to go that you can invest in?

CYNTHIA HEYDON: I'll just put some clarification in relation to the funds for Fixing Country Rail. Transport has been allocated \$249 million from INSW through that program. That is fully committed. That is the funding that we actually have. We have 53 projects that have been funded under that, with 31 actually complete. We do have, as part of what was funded, a series of business cases that will be looked at as part of future investment opportunities.

The Hon. SAM FARRAWAY: How many do you have?

CYNTHIA HEYDON: If we can take that on notice, I can do the count for you and come back this afternoon.

The Hon. SAM FARRAWAY: How many projects have you got in train being delivered now? You said you've had 53 funded and 31 are complete. Do I assume that the balance is in train and being built?

CYNTHIA HEYDON: They are a mix of some that are in development. Some are actually funded through a business case and there is a mix of projects that are actually in delivery.

The Hon. SAM FARRAWAY: Are you able to take that on notice as well?

CYNTHIA HEYDON: We can.

MATT FULLER: I can assist, Mr Farraway, and say that our understanding according to our notes is that 14 are construction projects.



**Answer:**

I am advised:

(33) That to date, the Fixing Country Rail Program has provided \$249 million of funding for 53 Projects and 31 projects have been completed. These projects are a combination of Feasibility Studies, Business Cases, Design & Planning and Construction projects.

The breakdown of the remaining projects still in progress includes 11 projects in Business Cases, 7 projects in Design and Planning, and 4 projects in Construction.

**Question no: 34****Transcript page: 70**

The Hon. SAM FARRAWAY: Who looks after the Manilla viaducts? It is that Mr Grosskopf and the CRN? Bridges and viaducts?

MATT FULLER: It's part of the Country Rail Network non-operational asset, yes, correct.

The Hon. SAM FARRAWAY: I might come back to this. Come to the table, Mr Grosskopf. I will ask another question related to this because I only have 20 seconds left. It is in relation to the CRN and it is in relation to vegetation management. I have received correspondence, I'm happy to say, from the Canowindra Historical Society. I have visited the society. It has great people and a great facility. They have had some long-running issues with vegetation management behind their museum that does cause flood issues in the event of significant weather events. I will quickly read this out with my question. As you can see, there are some photos that I am happy to share with you later, Mr Grosskopf, but they said, "...completely failing to control weeds in the railway precinct immediately behind our museum and the adjacent age of fishers buildings." Can you take on notice to review the vegetation management and the control of weeds in that railway precinct and corridor?

TOM GROSSKOPF: Yes.

The CHAIR: Thank you for that very short answer.

**Answer:**

I am advised:

(34) Transport for NSW will review the vegetation management and control of weeds in the railway corridor behind the museum.

**Question no: 35****Transcript page: 72**

TOM GROSSKOPF: What our regional rail heritage strategy will do is it will prioritise the assets across the State, identifying the different maintenance strategies that we would have for some of these assets. I should point out that, in some cases—and this wouldn't be the case for the Manilla viaduct—those heritage strategies range from significant restoration works through to manage as a ruin. So depending on their context and their importance in the community, we can use a wide range of strategies to manage it.

The Hon. SAM FARRAWAY: So once a strategy is done and you've prioritised the infrastructure, do you have funding in place to then implement the strategy?

TOM GROSSKOPF: We have some funding in place, but a strategy of this scale would require further investment.

The Hon. SAM FARRAWAY: How much?

TOM GROSSKOPF: Until the strategy is complete, I can't give you a number.

The Hon. SAM FARRAWAY: How much funding do you have now put aside?

TOM GROSSKOPF: I'd have to take that on notice.

The Hon. SAM FARRAWAY: Do you have a current priorities list in this space, even though the strategy is not finished. Is there any priorities list that you have now of that infrastructure that needs to be managed?

TOM GROSSKOPF: No, I don't have a statewide priorities list. The way that we manage at the moment is manage by heritage significance, and clearly those things that are on the State Heritage Register are a high priority.

**Answer:**

I am advised:

(35) That Transport for NSW and the Transport Asset Holding Entity have set aside funding of \$1 million to manage heritage assets.

Transport for NSW and the Transport Asset Holding Entity are currently preparing a high level P50 estimate to implement the Regional Rail Heritage Strategy, noting strategy implementation will occur over several years. The Regional Rail Heritage Strategy and funding estimate will support a bid to treasury to address the funding requirement.

**Question no: 36**

**Transcript page: 73**

The Hon. SAM FARRAWAY: Let's say that the Manilla viaduct needs a heritage management plan. So you've got your strategy which you're working on; I get that. So you're working on that and you'll need more cash down the track. That's the Minister's job. It's all well and good to have a strategy, but if you don't have the heritage management plan that is associated with, let's say, the Manilla viaduct, the strategy is pointless.

TOM GROSSKOPF: Correct.

The Hon. SAM FARRAWAY: So what's your involvement with heritage management plans?

TOM GROSSKOPF: We will have our strategy in place. At the moment, our approach to the management of all of these assets is to continue to keep them safe and to avoid their deterioration. That is

effectively our management plan around these assets in general. When it comes to a specific heritage management plan for a particular asset, I'll have to take that on notice.

**Answer:**

I am advised:

(36) By Transport for NSW that on completion of the Regional Rail Heritage Strategy, Transport for NSW will progress a number of sub-strategies for certain assets to inform and determine prioritisation of assets of a specific asset class. Non-operational rail bridges will be one of the assets that will have a sub-strategy prepared. Once the sub-strategy is prepared, Transport for NSW proposes to develop a conservation management plan and an action plan for each of the specific bridge assets which will include a schedule of conservation works together with a maintenance schedule.

Until such time that these strategies and plans are finalised, Transport for NSW intends to continue to undertake minor routine maintenance to ensure the longevity of the asset and the safety of the public.

**Question no: 37**

**Transcript page: 75**

MATT FULLER: The Orange distributor road was absolutely one of the ones in the priority round, yes.

The Hon. SAM FARRAWAY: Transport for NSW now manages that. Does it contract the works out to council to maintain the road?

MATT FULLER: I'll just check on the absolute handover date. I know we were in the process of having

it handed over, but we have it now, don't we?

ANTHONY HAYES: March 2023.

CYNTHIA HEYDON: Just to confirm, yes, it has been transferred to State management. I'll get you the exact gazettal date, but it was before March 2023. I will need to double-check if we've actually got the

arrangements in place with Orange for the RMCC which was proposed.

The Hon. SAM FARRAWAY: Thank you for confirming that.

**Answer:**

I am advised:

(37) The gazettal of the Northern Distributor Road occurred on 2 March 2023 and is available on the NSW Legislation website.

The Northern Distributor Road, Orange, is maintained by Orange City Council. Orange City Council is engaged to perform maintenance as per the conditions of their Road Maintenance Council Contract with Transport for NSW.

**Question no: 38****Transcript page: 76**

The Hon. SAM FARRAWAY: That's fine. I think Wallerawang station might be in your sphere, Ms Heydon.

CYNTHIA HEYDON: Yes, it is.

The Hon. SAM FARRAWAY: Where are we up to with that? There were scoping works and money set aside by the previous Government. Where is Transport up to in reactivating and opening that station?

CYNTHIA HEYDON: Yes, you're correct. There was \$7 million which is still allocated for activation of that station to allow for the Bathurst Bullet to stop. We are currently looking at all of the requirements to open that, and that's not just around allowing the station to be accessible for the train.

The Hon. SAM FARRAWAY: Is \$7 million enough now, in today's dollars?

CYNTHIA HEYDON: We are looking at what we can do within the scope of the \$7 million, which allows that activation, as well as the broader needs of the station for the community as well. We're actively looking at design at the moment.

The Hon. SAM FARRAWAY: These works have been going on for some time now, Ms Heydon. Do we have a time line of when those works will be finished and when Transport will be in a better position to maybe notify the Minister if you need more money or a time line?

CYNTHIA HEYDON: We're looking to finalise the scope to reactivate as well as look at community consultation around what that scope would look like, and that would be this year, to inform what we could do with the \$7 million.

The Hon. SAM FARRAWAY: When will that community consultation take place?

CYNTHIA HEYDON: I'll have to take that on notice as to where we'll be up to, but it will be sometime this year.

The Hon. SAM FARRAWAY: Will that station require enabling works for the new regional fleet?  
 CYNTHIA HEYDON: Not based on how we operate. We plan to operate it the same way that we're using the Bathurst Bullet.  
 The Hon. SAM FARRAWAY: What is the most expensive part in reactivating that station?  
 CYNTHIA HEYDON: I'll have to take that on notice but it was probably in relation to accessibility for the footbridge.  
 The Hon. SAM FARRAWAY: Is there any tentative time line that you have in opening that station? Is there an end date that Transport and Government are looking towards to have that station reopened?  
 CYNTHIA HEYDON: I don't have a date at this point, but we're looking to make it active before Regional Rail so that it can be part of the current stopping pattern for the Bathurst Bullet.

**Answer:**

I am advised:  
 (38) The scope for the works required to enable Bathurst Bullet and other Western rail services to stop at Wallerawang Station is currently under review. Once this is completed Transport for NSW will commence design works which will better inform the costs and timing of delivery.  
 Community consultation will be included as part of the design phase.  
 Transport for NSW is targeting to complete works to in advance of the Regional Rail fleet roll out so that Wallerawang can be part of the current stopping pattern for the Bathurst Bullet however as noted above timeframes for the project are not yet confirmed.

**Question no: 39****Transcript page: 78**

The CHAIR: I've got some questions around bus stop infrastructure in rural and regional New South Wales. As you know, there are questions about accessible bus stops and what the rollout is there, what that's looking like in terms of ensuring that more bus stops are accessible, safe, have shelter. I do understand that there has been some funding put towards that. Is there data in terms of targets for making more of our main regional bus stops accessible? I don't know who to direct that to. Mr Fuller, is it?  
 JOSH MURRAY: Ms Faehrmann, I think we would have to take that on notice. Most of those facilities through our regional areas are council owned and led but we do support them through a small grant program, which we could give you some more detail on.  
 The CHAIR: Yes, I'm aware of that in terms of the council largely being responsible for the infrastructure and often the backlog that many of the councils talked about—road safety, for example, and financial sustainability of councils being a huge barrier in terms of how much they can spend on infrastructure. I think bus stops probably come behind road upgrades in terms of local councils. At this stage I've got that Transport for NSW has a budget of something like \$2 million that's going to regional New South Wales. Is that correct?  
 ANTHONY HAYES: It's quite small, yes. I couldn't confirm that exact number but it is quite small. It is something similar.  
 The CHAIR: Is that new funding? Or has that been this ongoing assistance to councils over quite some time?  
 ANTHONY HAYES: It's not just for councils. Others can apply for it as well, but it has been in place

for a number of years.

**Answer:**

I am advised:

(39) The Country Passenger Transport Infrastructure Scheme is improving public transport in the regions by making bus stops safer and more accessible. The Scheme subsidises the construction or upgrade of bus stop infrastructure that is owned and maintained by local councils. The scheme does not include targets.

In the 2023/24 financial year funding round, Transport for NSW provided funding of \$1.6 million.

The Country Passenger Transport Infrastructure Scheme is not a recent scheme. In the context of the question's focus on accessibility, Transport for NSW advises that the scheme has been compliant with the Australian Government's *Disability Standards for Accessible Public Transport 2002* since 2015, with this date being considered the beginning of the latest iteration of the scheme.

**Question no: 40****Transcript page: 79**

ANTHONY HAYES: We now have regular meetings with Destination NSW to discuss opportunities, particularly for events—the Tamworth music festival and Byron Bluesfest and the list goes on. But I would agree there's a huge opportunity to be working more closely in partnership with Destination NSW, particularly to get Sydneysiders out into the regions. It's a great opportunity.

The CHAIR: That's been an identified opportunity for more than a decade that doesn't seem to have

been taken up as much as it should be. Mr Merrick?

DALE MERRICK: Thanks for the question. I can't talk to the link to Destination NSW, but what I can do is confirm we've got an active campaign right across rural New South Wales for partnerships with events.

There are the obvious ones around the Broken Heel, Elvis, the Tamworth music festival. If you go on the website, you will see a very active campaign around promotion for regional travel and regional journeys. Again, I can't talk to the link that you are referring to with regard to Destination, but we are very actively campaigning in the regions to take up our journeys. What I'd say is that if you look at the resurgence to rail travel now, December just gone was the most amount of people that travelled on our regional services in the last eight years. We've seen a real resurgence to rail travel. Before that, it was back to January 2013. So we're seeing a resurgence to rail travel and we are trying to partner or couple that with the promotions that you see on our website.

The CHAIR: Do you know out of that rail travel the—I'm sure you do—domestic travel versus international travel, firstly? Do you know the breakdown of that?

DALE MERRICK: I can take that on notice. We know the segmentation of passenger type. But I can take it on notice as to whether we've got the detail of domestic versus international that you're referring to.

The CHAIR: Is there funding? Attracting people to regional towns for events is one thing, but ongoing

attracting people to travel to the regions—a lot of travellers come here and don't want to hire a car, for example.

Therefore heading out to regional centres from Sydney—people travel from New York or whatever and they just won't do it because it's so difficult. There are no advertising campaigns or promotion campaigns or indeed a budget to promote travelling by train through regional New South Wales to the average visitor—not for events; just to go to Parkes, go to Orange, go to Moree.

DALE MERRICK: I'd probably disagree to a point in that we have an active campaign—a relatively small budget but an active campaign. The "NSW TrainLink will take you there" campaign is live at the moment.

The CHAIR: What is that called?

DALE MERRICK: "NSW TrainLink will take you there"—that's our campaign. You may or may not have seen it.

The CHAIR: I looked. I actually actively looked. My socials mustn't be picking that up in terms of—

DALE MERRICK: We're in the middle of a dedicated campaign now around increasing patronage.

The CHAIR: What's that budget, Mr Merrick?

DALE MERRICK: I'd have to come back to you. I'll take that on notice. But, to your point around international customers, I'd have to take on notice as to whether we're targeting specifically, but I know we are with domestic, both intrastate and interstate.

The CHAIR: When did that campaign start?

DALE MERRICK: Again, I'll take that on notice.

The CHAIR: Has it been going for a little while, or is it new?

DALE MERRICK: I wouldn't like to guess. I will come back to you on notice with when that started.

**Answer:**

I am advised:

(40) NSW TrainLink requires passengers to identify personal information for booked travel, however, does not collect information regarding the country of origin of the passenger.

The NSW TrainLink advertising campaign has a total budget of \$750,000 in the financial year Financial Year 2023-24. The campaign runs on TV, online video and digital media, radio, social media, outdoor, and search engine marketing.

The NSW TrainLink advertising campaign "NSW TrainLink will take you there" commenced in the Financial Year 2018-19.

**Question no: 41**

**Transcript page: 81**

The Hon. SAM FARRAWAY: How do you manage a school bus route? Does every child need to have a seat? Is there any standing capacity or is there a percentage that is standing capacity on a school bus?

HOLLY TAYLOR: In terms of standees on a school bus, there isn't a set number. It's actually set by the manufacturer. It would vary in accordance with the manufacturer of that particular bus.

The Hon. SAM FARRAWAY: With regard to over capacity, where you have possibly—I'll give you an example. It is Orange school bus routes, basically from Orange to Molong, which then will feed possibly to

Cumnock and then Euchareena and other smaller communities. I've been approached by several constituents in the region who say that that school bus—the bus itself—and that route is over capacity. There is the provision for the Orange Anglican Grammar School where they have an overflow bus that they use on a separate contract, but that overflow bus is only available depending on driver availability. How does that work? How can you have an overflow bus that is dependent then on driver availability?

HOLLY TAYLOR: I am aware of those additional services that were put in. My understanding is they came into place in May for that community. I will have to take that question on notice. That service should be

operating. But I am aware that we did put an additional service in for those communities.

The Hon. SAM FARRAWAY: I've been approached by multiple constituents on this. Is it possible that

you can take this question on notice and re-review the Orange to Molong school bus routes and offering and what is put in place?

HOLLY TAYLOR: Yes, certainly.

The Hon. SAM FARRAWAY: Excellent. The community will be happy with that. I'm happy at a later point to share any of this information, but essentially there is concern, obviously, over the interchange there at Molong Railway Station, just so you know, around where the kids get on and off. But the biggest concern is that driver availability on that overflow. By all accounts it's not working. If you could take that on notice—and the review—that would be most helpful. Ms Taylor, do you look after the procurement for panel 4 of school buses as well?

HOLLY TAYLOR: No, I'm not directly involved in bus panel 4.

The Hon. SAM FARRAWAY: Okay, so who is?

HOLLY TAYLOR: We would have to take those questions on notice.

MATT FULLER: It's meant to go to the coordinator general area now in Transport under Mr Collins. Formerly it's been a service that has been provided out of the Sydney team.

The Hon. SAM FARRAWAY: How do you manage a school bus route? Does every child need to have a seat? Is there any standing capacity or is there a percentage that is standing capacity on a school bus?

HOLLY TAYLOR: In terms of standees on a school bus, there isn't a set number. It's actually set by the manufacturer. It would vary in accordance with the manufacturer of that particular bus.

The Hon. SAM FARRAWAY: With regard to over capacity, where you have possibly—I'll give you an example. It is Orange school bus routes, basically from Orange to Molong, which then will feed possibly to

Cumnock and then Euchareena and other smaller communities. I've been approached by several constituents in the region who say that that school bus—the bus itself—and that route is over capacity. There is the provision for the Orange Anglican Grammar School where they have an overflow bus that they use on a separate contract, but that overflow bus is only available depending on driver availability. How does that work? How can you have an overflow bus that is dependent then on driver availability?

HOLLY TAYLOR: I am aware of those additional services that were put in. My understanding is they came into place in May for that community. I will have to take that question on notice. That service should be

operating. But I am aware that we did put an additional service in for those communities.

The Hon. SAM FARRAWAY: I've been approached by multiple constituents on this. Is it possible that you can take this question on notice and re-review the Orange to Molong school bus routes and offering and what is put in place?

HOLLY TAYLOR: Yes, certainly.

The Hon. SAM FARRAWAY: Excellent. The community will be happy with that. I'm happy at a later point to share any of this information, but essentially there is concern, obviously, over the interchange there at Molong Railway Station, just so you know, around where the kids get on and off. But the biggest concern is that driver availability on that overflow. By all accounts it's not working. If you could take that on notice—and the review—that would be most helpful. Ms Taylor, do you look after the procurement for panel 4 of school buses as well?

HOLLY TAYLOR: No, I'm not directly involved in bus panel 4.

The Hon. SAM FARRAWAY: Okay, so who is?

HOLLY TAYLOR: We would have to take those questions on notice.

MATT FULLER: It's meant to go to the coordinator general area now in Transport under Mr Collins. Formerly it's been a service that has been provided out of the Sydney team.

The Hon. SAM FARRAWAY: Under questioning—and I note, Mr Murray, maybe, if you want to take these questions as the secretary—we discussed this with Minister Haylen in her estimates last Friday. To confirm in a regional inquiry and budget estimates session, panel 4 should be finalised—was that at the end of March? Was that the commitment given?

JOSH MURRAY: Again, I will have to take that on notice. I recall that the question was answered last

week so I will make sure we get the latest to you.

CAMILLA DROVER: Josh, I can answer. It is 1 March is the date.

The Hon. SAM FARRAWAY: With regard to panel 4, will it include both diesel-operated buses in regional New South Wales and also zero-emission buses? Are zero-emission buses included in panel 4?

CAMILLA DROVER: That's my understanding, yes.

**Answer:**

I am advised:

(41) That with respect to capacity issues, an additional bus for route 536 Orange to Molong, has been in place for the morning service since June 2023. In early February 2024, an additional afternoon bus was also implemented. These additional services have been implemented to eliminate the need for students to stand on the bus.

In February 2024, an additional bus was put in place in the afternoon due to increasing demand for Orange Anglican Grammar School route S449 services. This additional service is scheduled to run daily and has a driver allocated through shift planning.

The Transport for NSW Bus Procurement Panel Number 4 commenced operation on 1 March 2024. Bus Procurement Panel 4 currently features 23 ZEB models and 29 diesel bus models from a range of bus suppliers.

By late March, Transport for NSW Bus Procurement Panel 4 is anticipated to encompass 3138 diesel bus models, facilitated by the inclusion of seven additional suppliers and models.

Bus Procurement Panel 3 remains in place to its end of term date of 19 March 2024. Contracted bus operators have had access to buses for orders during the lead up to Bus Procurement Panel 4.

**Question no: 42**

**Transcript page: 82**

The Hon. SAM FARRAWAY: Does Transport have any data on hand of what the freight value and quantity would have been over the past few years on that highway?

MATT FULLER: I'd have to check on the freight value, as such. I think what we focused on is vehicle movements and what's happened there through traffic modelling and counts. I don't know that that would have extended to a dollar value, but we can take that on notice and check. We are doing broader work on the overall dollar value of the freight sector and what contribution it makes to State productivity.

**Answer:**

I am advised:

(42) By Transport for NSW that the CSIRO developed TraNSIT model estimates that approximately 5.3 million tonnes of freight, with an estimated goods value of \$17 billion, moved in Heavy Vehicles on the Greater Western Highway per annum. Main commodity movements are focused on construction materials, fuel, household goods, and agricultural and forestry products.



There is no available data for Light Commercial Vehicles as the TraNSIT tool only details Heavy Vehicle movements. As this is an external model, Transport for NSW is unable to comment on the methodology or accuracy of the information.

**Question no: 43****Transcript page: 82**

The Hon. SAM FARRAWAY: I think this question is best for Mr Murray. I am just producing some correspondence for you, Mr Murray. One is a reply from Minister Aitchison to Mr Ray Carter in the Central West regarding a development control plan that relates to his property, and a piece of correspondence in 2017 by Andrew McIntyre to Bathurst Regional Council regarding that development control plan amendment. As you can possibly see—and I've highlighted bits of it—in the Minister's correspondence she accepts and regrets the confusion and frustration with the word "submission" and also goes on to clarify Transport's position. What is Transport for NSW's position on these development control plans and how often would you review Transport's position on such a plan?

JOSH MURRAY: Thank you for the question and for providing the correspondence. This isn't a case that I'm aware of. Obviously, as you say, it dates back to original correspondence in 2017. I'm happy to check into that and inform the Committee.

The Hon. SAM FARRAWAY: That's why I've tabled it, Mr Murray, not to play tricks because genuinely you probably need to see what the Minister has replied with. Could I suggest that you take on notice a review of Transport's position that it took on 24 October 2017? It doesn't seem to marry up with the Minister's reply and possible improvements to that road infrastructure in recent times. I note the Kelso to Raglan section.

This is bang smack on that new piece of road infrastructure. I don't know if Transport really want to get involved in DAs and processes around these control management amendments and plans when they've just built new road infrastructure.

JOSH MURRAY: I am happy to take it on notice, and if we at Transport can clarify with Mr Carter, we will do so.

The Hon. SAM FARRAWAY: That would be good.

**Answer:**

I am advised:

(43) Transport for NSW appreciates the opportunity to provide additional information to clarify the response to Mr Ray Carter's correspondence.

A Development Control Plan is a local government planning document designed to provide detailed planning and design guidelines to support the planning controls developed by a local council and published in Council's Local Environmental Plan. Development Control Plan provide guidance to consent authorities and developers for the orderly and consistent development of different land use zones.

Before a plan is adopted by a council, Transport for NSW may be asked to provide comment. Plans are in force for several years, usually without amendments or additions. This means that requests to comment on a plan are rare.

In 2017, Bathurst Regional Council wrote to Transport for NSW inviting comment on the Gateway Enterprise Park Development Control Plan Amendment. Transport for NSW reviewed the proposed amendment and noted it did not impact the State-managed road network, in this case the Great Western Highway at Raglan.

On 24 October 2017, Transport for NSW wrote to Bathurst Regional Council in support of the amendment and advised that Transport for NSW made no submission seeking to change or alter the amended plan.

Transport for NSW supported the amendment as it provides legal, practical and safe vehicular access to the industrial area from the Great Western Highway at Ashworth Drive. Specifically, the intersection of Ashworth Drive with the Great Western Highway is a roundabout in a sign posted 60km/h speed zone. The existing vehicular access servicing Mr Carter's land is in an 80km/h speed zone with minimal turn treatments. Transport for NSW was of the view that Council's Development Control Plan intended to assist in the development of the industrial area to ensure, among other things, safe management of the increased vehicle movements generated by the development of the land and subsequent intensification of land use.

The amended plan presented to Transport for NSW for comment in 2017 included measures and guidelines to ensure the road safety and traffic efficiency of the Great Western Highway would be maintained. Accordingly, Transport for NSW made no submission seeking to change or alter the amended plan as presented by Council because the Development Control Plan provides for safe and efficient vehicular access to the entire industrial area. Therefore, Transport for NSW maintains its position as provided to Council in 2017.

Should Bathurst Regional Council decide to further amend the Development Control Plan, Transport for NSW, if requested by Council, would review any amendment to the Development Control Plan and provide comment on the road safety and traffic efficiency aspects of the amended plan.

**Question no: 44**

**Transcript page: 85**

The Hon. SAM FARRAWAY: Do we have any numbers of projected movements that would be going through Muswellbrook to the New England Renewable Energy Zone?

MATT FULLER: There's been some early assessments but I wouldn't like to quote specific numbers. I think that's the work that EnergyCo—

The Hon. SAM FARRAWAY: Are you happy to take on notice, maybe, any projected numbers?

MATT FULLER: I think that's something that's being worked up, given that that project is beyond the existing Central-West Orana. That's detailed work that EnergyCo are doing at the moment, which we will obviously work on them with. The priority we've been looking at recently is in the Central-West Orana area.

**Answer:**

I am advised:

(44) This a matter for the Minister for Energy as the Energy Corporation of NSW.

Energy Corporation of NSW is the appointed Infrastructure Planner for the State's first five Renewable Energy Zones in the Central-West Orana, New England, South West, Hunter-Central Coast and Illawarra regions.

**Question no: 45**

**Transcript page: 86**

The Hon. SAM FARRAWAY: Moving on, with regard to local council road block grants, are they still frozen in terms of the amount? Are they still being expanded by CPI?

MATT FULLER: I wouldn't refer to them as "frozen". We have a forward outline of block grants.

The Hon. SAM FARRAWAY: Has the amount of money per council based on road network increased in the last budget?

MATT FULLER: The same formula that's been used in the recent past has been utilised to allocate to—it's down to the proportion of regional roads that a council has within their portfolio.

The Hon. SAM FARRAWAY: Is the percentage they're getting based on the size of regional roads and

how many regional roads they have? Has that funding been static in the last budget or has it grown per council, per road block?

MATT FULLER: I'd have to check the examples. There would've been natural shifts where councils have had regional roads reclassified back to the State. The Southern Connector Road in Orange is one that you mentioned before that potentially would've influenced the amount that that council received. So it's really down to the calculations of what regional roads they manage, but the amounts haven't moved materially. What has shifted materially is the fact that the councils have been given an allocation of the \$390 million through the regional emergency repair fund.

The Hon. SAM FARRAWAY: That's separate to the road block grant.

MATT FULLER: It is separate but it's also an important allocation for councils to be able to manage their local and regional road network.

The Hon. SAM FARRAWAY: Yes, but it is separate, Mr Fuller. With regard to road block grants, what happens to underspend with road block grants?

MATT FULLER: I'd have to take that on notice and just check.

The Hon. SAM FARRAWAY: Is the council allowed to roll it over to the next financial year and allow essentially an extension to use it?

MATT FULLER: I think the short way to answer that question is it really depends on the circumstances.

Obviously a lot of the grants and the considerations we've had with local government in the last couple of years have been influenced heavily by natural disasters and their ability to undertake work. We've had a high degree of flexibility and been very transparent with councils about that, but I would have to take on notice the general policy position on block grants.

The Hon. SAM FARRAWAY: Is any council disadvantaged with road block grants, where they may not have the capacity to deliver them within the year the road block grant is allocated?

MATT FULLER: I'd take on notice the specifics, but I wouldn't say that councils are disadvantaged, no.

The Hon. SAM FARRAWAY: No, any council that could be disadvantaged because of their lack of capacity, as you said, if they had natural disaster repairs to oversee. So you're happy to take that on—

MATT FULLER: As I said, the general principle we've applied to all of our grants is to make sure that we give councils the greatest amount of flexibility where it has been warranted around other externalities that have impacted their delivery.

The Hon. SAM FARRAWAY: Can I ask, Mr Fuller, are you able to table for the Committee a list of the road block grants per LGA for the current financial year?

MATT FULLER: Yes, we'd be happy to do that.

**Answer:**

I am advised:

(45) The total funding available to allocate to individual councils for BLOCK grants is increased by approved CPI rates annually and has increased by over \$3 million dollars each year since 2021-2022.

The Block Grant allocation is determined by a long-standing formula agreed with Local Government. The formula is very detailed and takes into consideration the length of each regional road, daily traffic volumes, lengths of timer bridges, and other factors for metro and rural councils.

Where road route reclassifications have resulted in a decrease to a councils' regional road network, no downward adjustment to the Block Grants is applied, meaning no council was worse off. Where a council has had road reclassifications resulting in increased regional road network, an adjustment to the councils' funding allocation has been applied.

Under the terms of the Annual Block Grant Agreement, Council expenditure is reported via the return of schedules 3, 4A & 4B each year. Pursuant to clause 6.5 and 6.6 of the Agreement, any under expenditure will be deducted from the Grant for a subsequent financial year.

A complete schedule of Regional Road Block Grant allocations for 2023-2024 is published on the Transport website.

**Question no: 46**

**Transcript page: 87**

The Hon. SAM FARRAWAY: The former Government had \$2.5 billion committed through its budgetary process in the forward estimates towards the Great Western Highway. Not all of that was obviously allocated specifically to contracts because there was a leftover. Other than the funding that was put into the regional road fund and the urban road fund, where did the remainder of that allocation in the forward estimates—which projects was that redirected to?

BRENDA HOANG: I'm unable to answer that question because when the Government decided to cancel the project, the money went back to the Con Fund and then obviously the Government then decided how they wanted to reallocate that funding within the Con Fund. I do know that a portion of that was reallocated to both the regional roads fund as well as the urban roads fund.

The Hon. SAM FARRAWAY: Was a portion of that funding redirected to roads in Western Sydney?

BRENDA HOANG: There was funding within, obviously, the recent budget for roads in Western Sydney. Whether it was specifically from the Great Western Highway, I'm not sure. As I said, the money went back—

The Hon. SAM FARRAWAY: Are you able to take that on notice, Ms Hoang?

BRENDA HOANG: I'm happy to take that on notice but, at the end of the day, as you're aware, money

goes back into the Con Fund and it is up to government then to reallocate the money that's sitting in the ConFund.

Yes, I can confirm there was money allocated to Western Sydney roads—it came from the Con Fund—but whether it came from the Great Western Highway or not, I'm unable to—

The Hon. SAM FARRAWAY: I think it was quite highly publicised by media outlets and also the now Treasurer that that's what happened. I wanted it from the agency's perspective to be able to quantify it, I suppose. If you can take it on notice, that would be much appreciated.

BRENDA HOANG: Happy to.

**Answer:**

I am advised:

(46) Any uncommitted funding due to the cancellation of the Great Western Highway was returned to the Consolidated Fund managed by Treasury as part of the 2023-24 State Budget. As per Budget Paper No 1, 3-8, The Government has agreed to delay or de-scope projects worth

more than \$2.5 billion including the Great Western Highway Duplication. As a result of reprioritised funding the NSW Government has been able to increase investment into new and upgraded schools, hospitals, and public transport infrastructure.

New investments into Western Sydney roads were funded from both the Consolidated Fund and the Restart NSW Fund.

**Question no: 47**

**Transcript page: 87**

The Hon. SAM FARRAWAY: I think this might be to Mr Fuller. How much funding has been rolled out since 1 July, so this current financial year, from the new regional road fund?

MATT FULLER: I'd have to take that on notice. I know there have been a number of projects where deeds have been entered into with local government, but there's—

The Hon. SAM FARRAWAY: This is not the emergency road fund? That's the three—

MATT FULLER: No, I understand the program you're talking about. There are commitments there for

both projects that Transport will undertake and then there are also projects that local government will undertake.

The Hon. SAM FARRAWAY: If you could take that on notice, would you be able to come back to the Committee with the amount and the project—the list of what has been issued by Transport from that fund since 1 July?

MATT FULLER: Sure, no problem.

**Answer:**

I am advised:

(47) The table below provides a breakdown of the projects funded through the \$334 million Regional Roads Fund of which \$236.42 million was approved in the 2023/24 Budget.

Of these projects, 18 will be council led. All funding deeds were issued in December 2023 and as at February 2024, nine have been returned and executed.

<b>Regional Roads Fund</b>	<b>Estimated Total Cost 236,420 (000)</b>
\$12 million for East Nowra Sub Arterial Road project*	12,000
\$15 million for duplication of Thornton Rail Bridge	15,000
\$12 million for Golden Highway improvements	12,000
\$3 million for road co-funding agreement with Dungog Council*	3,000
\$6 million for road upgrades across the Upper Hunter *	6,000
\$2.5 million to replace Melville Ford Bridge*	2,500
\$10million for Port Stephens Road upgrades*	10,000
\$1.5 million for Tuross Head intersection	1,500
\$15 million for Cuttagee Bridge repair and restoration*	15,000
\$20 million for Bulli bypass investigation	20,000
Additional \$6 million for Speers Point roundabout	6,000
\$40 million towards planning and design for Gosford Bypass	40,000

\$10 million for entry and exit ramps on the M1 Princes Motorway	10,000
\$200,000 for traffic noise study along Ellerton Drive Extension*	200
\$3 million to upgrade Currawang Road *	3,000
\$2 million for Monaro Street upgrade*	2,000
\$10 million to upgrade Yass Road/Bungendore Road/Ellerton Road intersection (additional funding required above announced commitment approved)	19,000
\$3.3 million to upgrade Smiths Road *	3,300
\$10 million to upgrade Nerriga Road *	10,000
\$3 million to rehabilitate Tarago Road *	3,000
\$1.8 million to upgrade Cowbed Bridge *	1,800
\$9 million for Briars Sharrow Bridge *	9,000
\$4.5 million for Reschs Creek Bridge *	4,500
\$12 million to Kyogle Council towards the replacement of council's remaining 30 timber and composite bridges*	12,000
\$7.5 million to construct a roundabout at the Alphasdale crossroads on the Bruxner Highway	7,500
\$4 million to Kyogle Council towards improving flood immunity of the Clarence Way at Tunglebung and Culmarran creeks between Sandilands and Bonalbo*	4,000
\$3.12 million to Tenterfield Shire Council to ensure completion of a major upgrade of Mount Lindesay Road between Legume and Woodenbong.*	3,120
\$1 million for Carters Road Lake Munmorah Traffic study	1,000
<i>* indicates project to be delivered by local government through funding deed arrangement</i>	
<p>\$4.2 million commitment to Shellharbour City Council for the Tripoli Way extension was also announced in December 2023.</p>	

**Question no: 48****Transcript page: 88**

The Hon. SAM FARRAWAY: Do you know how many potholes or heavy patching works have been completed as part of the \$500 million regional and rural road rollout that was announced in January 2023?

MATT FULLER: I'd have to take on notice how many potholes have been undertaken.

The Hon. SAM FARRAWAY: I think it was also heavy patching too, wasn't it?

MATT FULLER: Correct, yes. I'd have to have a look. I know that in the last financial year across the State roads our teams have been repairing nearly 28½ thousand potholes across the State, but I don't have the figure on hand across all of the local government areas.

The Hon. SAM FARRAWAY: Are you happy to take that on notice per local government area, Mr Fuller?

MATT FULLER: We can take it on notice. Mr Hayes has just alerted me to the fact that on the last count, since December 2022, over 527,000 potholes had been repaired under the local and regional road network.

The Hon. SAM FARRAWAY: Is that just on State roads or does that include council roads?

MATT FULLER: That is across the local and regional road network. They are council owned.

The Hon. SAM FARRAWAY: Do councils still report quarterly on their patching and potholes?

MATT FULLER: In terms of the requirements under those programs, I think the answer to that is yes,

but I would just take it on notice to double-check.

**Answer:**

I am advised:

(48) As of 31 January 2024, 53 out of 95 regional councils have reported over 11.9 million square metres of patching has been undertaken across local and regional roads as part of the Regional and Local Roads Repair Program.

Regional councils provide monthly reporting on expenditure. Annual reporting, due in September 2024, will provide detailed information on works completed. Reporting for Regional and Local Roads Repair Program has been combined with the Regional Emergency Road Repair Fund and aligned to the timing of Council Block grant reporting processes.

**Question no: 49****Transcript page: 88**

The Hon. SAM FARRAWAY: That's fine. How much of the \$334 million regional roads fund will be spent in this financial year?

JOSH MURRAY: Mr Farraway, I might take that while Mr Fuller updates his notes. As at February 2024, \$236.4 million of the regional roads fund is allocated to be spent over the next four years, and \$97.6 million of the fund is yet to be allocated.

The Hon. SAM FARRAWAY: That \$236.4 million is allocated as of February—this month.

JOSH MURRAY: Yes.

The Hon. SAM FARRAWAY: Over the next four years.

JOSH MURRAY: That's correct.

The Hon. SAM FARRAWAY: Are you staging those projects over four years?

JOSH MURRAY: The funding is staged against the commitments.

The Hon. SAM FARRAWAY: How much will roll out the door in this financial year?

JOSH MURRAY: I'd have to get a latest count on the commitments to the end of this financial year. We can take that on notice.

**Answer:**

I am advised:

(49) A total of \$236.42 million CAPEX and OPEX allocated under the \$334 million fund was approved in the 2023-24 Budget over the next four years. For the 18 Council led projects, all funding deeds were issued in December 2023 and to date, as at February 2024, nine have been returned and executed with Council.

As at February 2024, forecast for expenditure on Council led projects is \$9.5 million and Transport led projects is \$5.9 million.

**Question no: 50****Transcript page: 88**

The Hon. SAM FARRAWAY: Mr Murray, of the \$334 million regional roads fund, is there a business case required for those projects?

JOSH MURRAY: I need to take that on notice.

The Hon. SAM FARRAWAY: Is there the possibility that some local government areas will miss out on funding from that fund?

JOSH MURRAY: Again, unless my colleagues can assist on that, we'd have to come back. I can confirm, though, that \$24 million is the current financial year's allocation.

**Answer:**

I am advised:

(50) The NSW Government has established a \$334 million Regional Roads Fund to build new roads and roundabouts, replace or repair old bridges and improve safety at crash blackspots in rural and regional areas.

Funding under the Regional Roads Fund was provided to councils in line with election commitments. The Regional Roads Fund will support a range of priority projects that are important to the community.

To date, \$236.4 million of the \$334 million Regional Roads Fund is allocated to a range of Councils for projects and works on local or regional roads and to Transport for NSW for state road commitments.

\$97.6 million under the fund is yet to be allocated and projects will be considered for funding through review of current strategic priorities for road transport in regional NSW. Funding for further projects under the Regional Roads Fund will be announced as they are considered and approved in future budget rounds.

**Question no: 51****Transcript page: 89**

The Hon. SAM FARRAWAY: Is there a list on the Transport for NSW website that clearly outlines which projects that \$236.4 million is going towards?

MATT FULLER: I would have to check that they are on the website, but they've certainly been made very public. As I said, they were very firm election commitments with a full outline on what projects.

The Hon. SAM FARRAWAY: In the event that they are on a website, can you provide on notice the link to where they are?

MATT FULLER: Sure.

The Hon. SAM FARRAWAY: And if they're not on the website, can you please provide that list to the Committee?

JOSH MURRAY: Yes, that's fine.

**Answer:**

I am advised:

(51) By Transport for NSW to refer to the response to Question on Notice 047.

**Question no: 52****Transcript page: 90**

The Hon. SAM FARRAWAY: Whilst we are doing that, Mr Murray, regarding road reclassification, \$250 million was quarantined towards the priority round, which would have been expended on transferring a handful of roads in 2022 and possibly 2023, including the Orange Northern Distributor. Can you advise how much of the \$250 million that was quarantined was expended on reclassification and transfer and how much was then left over and not expended out of that priority round?

JOSH MURRAY: I will ask Mr Fuller to come in on this question, thank you.

MATT FULLER: The Government was very clear during the election, and part of the election



commitment was to transfer money from the road reclassification fund and to put that in the hands of local government—i.e. through the regional emergency repair fund. Part of the \$390 million that that fund is—some of that money that was sitting, as you say, quarantined, waiting for works to occur—that's been transferred. I would have to take on notice what we've spent to date in terms of those transfers.

The Hon. SAM FARRAWAY: In terms of that answer, Mr Fuller, the 250 was essentially put into the 390 fund, is what you're saying?

MATT FULLER: No, the Government was clear on the amount and I will just double-check. I think it was about \$193 million, but I might just take the opportunity to clarify that if we can.

**Answer:**

I am advised:

(52) Transport for NSW advises of the \$250 million allocated:

- \$193 million was redirected by the NSW Government to the Regional Emergency Road Repair Fund.
- \$2.372 million was spent by Transport for NSW on the transfer of roads:
  - Expenditure in FY22: \$0.820 million
  - Expenditure in FY23: \$1.295 million
  - Expenditure in FY24: \$0.257 million.
- \$23.6 million was retained by Transport for NSW for management of roads that were transferred on or prior to 2 March 2023.
- The balance was returned to NSW Treasury as part of the Comprehensive Expenditure Review.