

**PORTFOLIO COMMITTEE NO. 6 – INFRASTRUCTURE, CITIES AND ACTIVE
TRANSPORT – QUESTIONS ON NOTICE – 6 SEPTEMBER 2022**

QoN01

The Hon. JOHN GRAHAM: Minister, how much is it costing to procure each of these 200 electric buses in this financial year?

Mr ROB STOKES: I will refer you to the secretary.

ROB SHARP: I would have to take that on notice to see what we've actually got in there. It will go out to tender through a tender panel. So the pricing will be subject to market rates.

The Hon. JOHN GRAHAM: How much did it cost for each of the 100 electric buses we've already procured?

ROB SHARP: I would have to take that on notice. I haven't got the detail here.

The Hon. JOHN GRAHAM: I think that would be helpful detail as we look at this challenge. It's a challenge we support, this transformation, but best supported by actually doing the careful work.

ANSWER

I am advised:

I refer to the answer provided in the hearing.

QoN02

The Hon. DANIEL MOOKHEY: I'm glad you've got the confidence that you're going to hit the target. All I want to know is, if you are confident you are going to hit 50 per cent electric vehicle procurement target for Transport's own fleet, where is the money for it?

Mr ROB STOKES: I will refer you to the secretary.

ROB SHARP: If this is the \$218 million, then I guess I will take it on notice and revert this afternoon.

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN03

The CHAIR: Would you classify a time-of-day charge that's based on when things are likely to be more congested as a congestion charge? On the toll roads at the moment, for example, we have a higher toll on some toll roads during peak hours.

Mr ROB STOKES: In terms of getting into the semantics of different types of road user charging, I'd prefer to take those questions on notice so I don't inadvertently mislead the Committee. But I think a congestion tax is generally understood to be a spatial area where, if you enter it, you get a particular charging regime. That's what the Government has specifically ruled out.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN04

The Hon. MARK BANASIAK: Clearly I'm chopped liver! Minister, welcome. I want to ask some questions around the Kamay ferry wharves and Infrastructure NSW's role in it. The project obviously spans across many ministerial responsibilities, but when did you first become aware the project had been approved?

Mr ROB STOKES: That was the subject of a Cabinet process.

The Hon. MARK BANASIAK: Can you give me a date? Is that Cabinet in confidence?

Mr ROB STOKES: I can probably get you that on notice; I can't recall. It would have been—

ANSWER

I am advised:

That is Cabinet-in-Confidence.

QoN05

The Hon. MARK BANASIAK: We've awarded a contract to McConnell Dowell on 29 July. But this is a project that still needs Federal approval. What happens if that Federal approval doesn't come or is delayed? What does that mean for this contract of \$52 million that we've awarded to McConnell Dowell?

Mr ROB STOKES: I can only speculate, but I imagine that our funding was contingent upon Federal funding and approval. I'd imagine that would be reflected in the contract. But I am speculating. I might refer to Mr Draper.

SIMON DRAPER: No, I'm afraid I can't help you with that one. I haven't got any information on that project. I'm just checking with Mr Sharp.

ROB SHARP: I'll check with the team and revert back this afternoon.

The Hon. MARK BANASIAK: Yes, just whether there's any financial forfeits we would have to make if we—

ROB SHARP: I understand the question. I'll come back.

The Hon. MARK BANASIAK: Obviously, the project's doubled in terms of cost. That was reasonably well explained by the transport Minister, Minister Elliott, in estimates. Treasury papers say \$49.3 million but the contract for McConnell Dowell is actually \$52.7 million. Can someone explain where that extra three-point-something million is going or what it's being used for?

Mr ROB STOKES: I will ask Mr Sharp to come back to you this afternoon.

ANSWER

I am advised:

Under the contract McConnell Dowell will deliver two multi-user wharves at La Perouse and Kurnell as well as a berth for ferries up to 40 metres long and a multi-user berth for commercial and recreational vessels up to 20 metres long.

The contract also includes the provision of associated infrastructure including the construction of new footpaths, signage and lighting and bike racks at La Perouse.

Any additional funding will cover other project-related costs typical of any infrastructure project of this size, including project management, planning, design, environmental impact assessment, business case development, construction surveillance and community engagement.

More information on the project, including an animation of the proposed wharves, is available on the project website.

QoN06

The Hon. MARK BANASIAK: Can I just go to the environmental conditions. They're quite substantial. Obviously that's caused a blowout in cost. Did that change your view, Minister, of the project in terms of the substantial number of conditions being put on it and whether it was still a worthwhile project? Or would you still rate it as a tier 3 project?

Mr ROB STOKES: In relation to its rating, I'll refer you in a moment to Mr Draper. But by way of preliminary, I'm obviously aware and I've had discussions with a number of people, including local Indigenous people, about concerns in relation to environmental constraints in the area and sensitivities in the area. I understand that they are reflected in the project approval. In relation to its status, I'll refer you to Mr Draper.

SIMON DRAPER: I can get a little bit more detail—perhaps come back this afternoon. But just more generally, what would normally happen is that, when a project goes through a planning consent process and there are submissions and then a project may be amended in response to those submissions—and that would obviously, in a lot of cases, involve additional costs. That would have to be incorporated into the contract that was awarded at that time. But I can come back to you and provide a little bit more information this afternoon.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN07

The Hon. MARK BANASIAK: We could probably debate that for a while, but we won't. What was Infrastructure NSW told about the changes in this project, in that

originally it was supposed to be a 100-metre wharf and then I think it got changed to 150 or 160 metres and now it's 230 metres in length? What was Infrastructure NSW's advice in terms of why that occurred?

SIMON DRAPER: The only involvement we would have in that is, if it's a tier 3 project, we would do—there'd be some regular reviews that are done. But tier 3 projects are not reported as regularly as tier 1 and tier 2 projects. I'll give a little bit more information about that—

The Hon. MARK BANASIAK: How regularly are tier 3 projects reported to you?

SIMON DRAPER: Again, as I say, I'll come back to you this afternoon.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN08

Mr ROB STOKES: Ultimately, it is good practice to, wherever possible, finalise planning processes before investment decisions. I'll refer you to the secretary, who might have further information.

ROB SHARP: The conversations are continuing with the Federal Government. They've stated quite publicly they're reviewing their October budgets, and there's an Australia-wide review across all transport infrastructure initiatives at the moment.

The Hon. DANIEL MOOKHEY: Minister Ayres wrote to Minister King in July, correct?

ROB SHARP: Correct.

The Hon. DANIEL MOOKHEY: Until that point, there wasn't any dialogue with the Commonwealth about funding, was there?

ROB SHARP: I'd have to take that on notice

ANSWER

I am advised:

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

QoN09

The Hon. DANIEL MOOKHEY: But there has been no formal submission made to the Commonwealth in order to even give them the ability to trigger their appraisal processes? That's correct?

Mr ROB STOKES: Their appraisal processes would be triggered under the Environment Protection and Biodiversity Conservation Act after—

The Hon. DANIEL MOOKHEY: That's for the planning. I'm talking about the funding.

Mr ROB STOKES: Again, in relation to approaches, I'll take it on notice.

ANSWER

I am advised:

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

QoN010

The Hon. DANIEL MOOKHEY: Have we got a final business case?

SIMON DRAPER: Yes. There is a final business case that has been considered by Cabinet.

The Hon. DANIEL MOOKHEY: When did that finish?

SIMON DRAPER: Beg your pardon?

The Hon. DANIEL MOOKHEY: When was the final business case completed?

SIMON DRAPER: A final business case was completed in—I'm just trying to get my years right now. I think it was early 2021. I will check that I've got that year right, but I think it was early 2021.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN011

The Hon. DANIEL MOOKHEY: Mr Draper, what's the affordable housing target with respect to that contract variation that's taking place at Barangaroo Central?

SIMON DRAPER: There's not a contract variation, but there's a planning consent process.

The Hon. DANIEL MOOKHEY: Sorry, yes. Forgive me.

SIMON DRAPER: I think the affordable housing obligations are embedded in the contracts, not in the planning concept processes that they go through. I haven't got those numbers, but I'll see if I can get them for you this afternoon.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN012

The CHAIR: I was just trying to clarify one of the numbers that I had seen in there. Ms Colin, how much is TAHE spending on public relations and image management?

BENEDICTE COLIN: As any organisation and specifically with an organisation that is dealing with policy reform and transformation, we do engage, from time to time, professional services to assist us with our reputation. We take a very strategic approach to our reputation. The number will be disclosed as part of our financial accounts.

The CHAIR: How much did you spend in the last financial year?
BENEDICTE COLIN: As I said, that number will be reported in our annual report.
The CHAIR: How much did you spend in the financial year prior to that?
BENEDICTE COLIN: Actually, I'd have to take that question on notice because I wasn't the CEO at that time.
The CHAIR: So you're not in a position to tell us how much money you're currently spending?
BENEDICTE COLIN: I think that would be in the vicinity of \$200K or \$300K, but I would be happy to take that question on notice. That amount also included the secondment of dedicated resources because we did not have that function internally. Within TAHE, since April, we've recruited a dedicated resource to assist us and so have reduced our engagement with advisory firms.
The CHAIR: Have you appointed SEC Newgate to help you?
BENEDICTE COLIN: That would be one of the advisers that we used.
The CHAIR: They're about \$500,000, aren't they?
BENEDICTE COLIN: No. That's not correct. That was an estimated amount for a budget, which, as I said, included the secondment of a dedicated resource. Since that, we've hired permanent employees to cover that function, so the amount is much less.
The CHAIR: How much are those permanent employees costing?
BENEDICTE COLIN: As I said, I will have to take that question on notice.
BENEDICTE COLIN: As I said, we are, like any other organisation having land in western Sydney, a member of the western Sydney dialogue.
The CHAIR: I understand you're a member. Is TAHE paying money to Chris Brown?
BENEDICTE COLIN: I think I've just answered your question. We are paying a membership to the western Sydney dialogue.
The CHAIR: How much is the membership?
BENEDICTE COLIN: I would have to take that question on notice.

ANSWER

I am advised:

The current total spend by TAHE on the provisions of services by SEC Newgate is \$291,219 in FY21/22.

The membership fee for the Western Sydney Leadership Dialogue is \$30,000 plus GST per annum.

QoN013

BENEDICTE COLIN: As I said, we are, like any other organisation having land in western Sydney, a member of the western Sydney dialogue.
The CHAIR: I understand you're a member. Is TAHE paying money to Chris Brown?
BENEDICTE COLIN: I think I've just answered your question. We are paying a membership to the western Sydney dialogue.
The CHAIR: How much is the membership?
BENEDICTE COLIN: I would have to take that question on notice.

ANSWER

I am advised:

I refer to the answer to Question on Notice 12.

QoN014

ROB SHARP: Yes, we have a number of trials planned. We can't do them all. The hydrogen trial is one that we will continue with. At the moment, our prioritisation has actually been around electric. The hydrogen industry is developing rapidly. We meet with the suppliers regularly. That particular trial was bringing a train in from overseas, and we are continuing to develop relationships with the freight industry in particular about the long-term sustainability of hydrogen and the supply chain.

The Hon. JOHN GRAHAM: Minister, this just sounds like another thing that is needed, speculated about, announced, but then not proceeded with—this trial now cancelled. Is that good enough?

Mr ROB STOKES: So, again, it is a commitment in the document that that work will be undertaken. That is my expectation, and I accept the secretary's comments on your question.

The Hon. JOHN GRAHAM: Do you have a date for when that might happen?

Mr ROB STOKES: I think the timing is indicated in the document that you have in front of you, but it's not a specific date, it's more whether it is in progress planning, a long-term need or a priority action. Perhaps the secretary might come back to you this afternoon with more specificity about timing

ANSWER

I am advised:

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

QoN015

The Hon. JOHN GRAHAM: Perhaps they're assuming a new Treasurer. Minister, I want to move to another issue and that's the issue of the College Street cycleway. It's currently being built. Of course it was torn up after the intervention of a former roads Minister, Duncan Gay. How much did the College Street cycleway take to remove?

Mr ROB STOKES: That's asking about several years ago. I'd have to take that on notice, or potentially Kiersten might have access to that figure now but I'd imagine she'll need to come back to you this afternoon as well.

KIERSTEN FISHBURN: I'll need to come back to you this afternoon. Thank you, Minister.

The Hon. JOHN GRAHAM: This is a very contemporary issue though. It was built, torn up by this Government and now being rebuilt. How much money have we spent on this cycleway as you now promote Active Transport and as your Government has flipped backwards and forwards on this issue?

The Hon. SHAYNE MALLARD: It was built by the City of Sydney, not the Government.

Mr ROB STOKES: Thank you, Mr Mallard.

The Hon. JOHN GRAHAM: That's a strong interjection, but I think the public policy point still stands. How much money has been wasted on this project as it has been built, torn up and now built again?

Mr ROB STOKES: I will get you a figure hopefully this afternoon in relation to expenditure by the State Government in relation to the College Street cycleway.

ANSWER

I am advised:

The cost of building the initial College Street Cycleway is a matter for the City of Sydney. It's removal cost approximately \$1.9 million.

Transport for NSW has budgeted approximately \$4 million towards the construction of the College Street cycleway.

QoN016

The CHAIR: Minister, is TAHE now responsible for the worksites where the ETU actions are being undertaken in relation to refusing to work on worksites that don't provide separate clean and hygienic toilets?

ANSWER

I am advised:

No. This is a matter for the Minister for Transport.

QoN017

The CHAIR: How much have we now spent on the portalooos that were brought in because of that dispute?

ROB SHARP: I'd have to take that on notice. It would be spread across multiple projects, so it would take a little while to ascertain that number.

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN018

The Hon. MARK BANASIAK: Does Infrastructure NSW intend to do any reviews as to the risk impediments to delivering the Kamay ferries, given the now complex, onerous and expensive conditions of approval?

SIMON DRAPER: All projects that are funded by the State over \$10 million are subject to our assurance program, so they go through reviews at various stages. I did undertake to come back this afternoon with a bit more information about where

that one's at, and I'm happy to do that. I'll just get that at lunchtime. That's a standard, routine practice that we undertake, and then we usually report the results of that to Cabinet.

The Hon. MARK BANASIAK: One of the conditions of approval, E13, says it has to be a year to monitor and assess the marine biodiversity. In my understanding, that would mean that the project wouldn't actually be able to begin until July 2023. Is that your understanding, Mr Draper?

SIMON DRAPER: I'm not familiar enough with that project to be able to comment on that.

The Hon. MARK BANASIAK: Perhaps on notice, could you find out whether that is the case—that construction won't be able to begin until after a year of monitoring? What does that mean for the projected completion date, which was 3 May 2024?

SIMON DRAPER: Yes, I'll see if I can find out at lunchtime whether that's a condition that's required to be met prior to construction commencing or if it's post-construction.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN19

The Hon. JOHN GRAHAM: We might come back with the officials on that question, just so we understand where it is in the budget. I did want to ask about one of your appointments to the Greater Cities Commission. Obviously, some of these political appointments have been controversial. I'm thinking about a particular trade commissioner right now. So are you after I've put that to you. I do want to stress there are times where it is appropriate to appoint people with political backgrounds, but I do want to ask you about appointing Robyn Parker to the Central Coast as a greater cities commissioner and ask you to put on the record your reasons for making that appointment.

Mr ROB STOKES: I made that appointment on the basis that, firstly, that was the advice of the agency following an independent recruitment process. The legislation provides details as to how that appointment process is to be conducted and that was the advice of the agency. Then that went through the appropriate Cabinet process. I note, unlike the trade commissioner, this is in fact a Cabinet—it is a ministerial appointment under the legislation.

The Hon. JOHN GRAHAM: Yes, understood.

The Hon. DANIEL MOOKHEY: How many other applicants were there?

Mr ROB STOKES: I'm unsure as to the number of applicants.

The Hon. DANIEL MOOKHEY: Does the agency know?

Mr ROB STOKES: I'll refer to Ms Mildwater.

ELIZABETH MILDWATER: I could get you those numbers on notice for this afternoon. I don't have them with me, but we did have quite a lot of applicants for each of the three that we've just appointed.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN020

The Hon. DANIEL MOOKHEY: Minister, what is the Regional Project Development and Delivery Fund?

Mr ROB STOKES: I will refer you to the secretary.

The Hon. DANIEL MOOKHEY: I'm not sure you can. It's not in his portfolio; it's in yours. Do you know what it is?

Mr ROB STOKES: I'm sorry. Ask the question again.

The Hon. DANIEL MOOKHEY: The Regional Project Development and Delivery Fund. What is it?

Mr ROB STOKES: In relation to a specific fund, I will direct you to the secretary.

The Hon. DANIEL MOOKHEY: Do we know?

ROB SHARP: No. I'd have to take it on notice—that exact wording. I will come back to you this afternoon on it.

The Hon. DANIEL MOOKHEY: Does Mr Draper know? Minister, you are the infrastructure Minister. You allocated \$5.7 million as a new Restart NSW commitment to the Regional Project Development and Delivery Fund. In order for you to have done that, it has to satisfy legislative criteria. I'm very interested in how a regional development fund can satisfy the criteria of the Restart NSW Fund Act. I'm going to ask you again. Given that you have allocated \$5.7 million in this year's budget, as infrastructure Minister, from Restart NSW, do you have any idea what this is?

Mr ROB STOKES: I will have to take your question on notice.

ANSWER

I am advised:

This is a matter for the Deputy Premier.

QoN021

The Hon. DANIEL MOOKHEY: Minister, by any chance, have you written to TAHE and explained to them your views on the 30 per cent target outside of any formal direction?

Mr ROB STOKES: I write to the CEO or board of TAHE from time to time.

The Hon. DANIEL MOOKHEY: Ms Colin, have you received a letter from the Minister explaining his views?

BENEDICTE COLIN: I'm advised that my office has received recently a letter from the Minister in relation to targets. It's just a prolongation of discussions that we're having regularly, as the Minister pointed out, on how can TAHE provide more affordable housing, given we've got lots of land that so far has been underutilised.

The Hon. DANIEL MOOKHEY: When did you receive the letter, Ms Colin?

BENEDICTE COLIN: I think my understanding is it was yesterday.
The Hon. DANIEL MOOKHEY: Minister, you wrote to the CEO yesterday? Is that your understanding?
Mr ROB STOKES: No. I imagine—I could take on notice the exact date of penning the letter. But the letter that you're referring—
The Hon. DANIEL MOOKHEY: What did it say?
Mr ROB STOKES: I'm happy to provide a copy for the Committee.
The Hon. DANIEL MOOKHEY: Could you? If you could table a copy—
Mr ROB STOKES: Sure.
The Hon. DANIEL MOOKHEY: Now would be great but in the afternoon—
Mr ROB STOKES: I don't have it on me, but I'm sure we could get you a copy.
The Hon. JOHN GRAHAM: But if you could table one this afternoon.

ANSWER

I am advised:

I refer you to the document tabled during the hearing.

QoN022

The CHAIR: Thank you. Just in the last minute and a half that I have, I ask you, Ms Colin: Has TAHE been purchasing properties outside of transport corridors?
BENEDICTE COLIN: My understanding is we've been—our mandate looks at transport corridors but also where we can help with place making. We've just recently purchased one small site in Edmondson, which is a community car park, to facilitate the removal of an existing car park within a precinct and to relocate that community car park. To my knowledge, this is the only site that we've purchased this year. But I'd be happy to take any further questions.
The CHAIR: On the tender register there was a site, I think maybe in Taree, that seems to be just a house. Are you familiar with—
BENEDICTE COLIN: I'm not familiar with that particular site.
The CHAIR: But there's nothing to stop that sort of purchase. That's something that would be within the—
BENEDICTE COLIN: As a State-owned corporation we have the power to acquire land when it sits within our operating licence.
The CHAIR: What would be the purpose of buying something like that? I'm just looking here—for example, 51 William Street in Teralba?
BENEDICTE COLIN: Again, I'd have to take that question on notice. It might be some time, but we need to amalgamate a site, and it makes it useful in terms of developing a further precinct and bringing that site back to life. But I'm not aware of that specific site. I would be happy to take that question on notice.

ANSWER

I am advised:

Pursuant to section 12(1) of the *Transport Administration Act 1988* (NSW), TAHE may, for any purposes of TAHE, acquire land (including an interest in land) by

agreement or by compulsory process in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

51 William Street, Teralba, directly adjoins a rail corridor. The land was deemed surplus to requirements and subsequently divested.

QoN023

The CHAIR: Yes. I'm just curious. There are a whole lot of entries for TAHE in the tender that we've cited; it makes for very interesting reading. Perhaps you could just clarify a couple of them. There are a number there that are put up for zero dollars or one-cent consideration that appear to be leases. Is that correct?

BENEDICTE COLIN: Sorry, can you refer me to which document you are—could you show me the document?

The CHAIR: For example, there is one here, 280 Balmain Road in Lilyfield. It says it was an asset sale and it says "estimated amount payable to the contractor, who is a private individual, is \$1".

BENEDICTE COLIN: I would have to take that question on notice. That said—.

ANSWER

I am advised:

It is common for the sale of property to not be disclosed where it involves a private party or an individual for commercial-in-confidence reasons. This is why certain transactions are listed as \$1 or \$0.00. The system does not allow this entry to be left blank.

QoN024

The Hon. DANIEL MOOKHEY: Can I just get a couple of quick numbers from respective officials? Mr Sharp, this is the senior Transport cluster Minister. What exactly is the current cash balance of Transport for NSW?

ROB SHARP: The cash balance?

The Hon. DANIEL MOOKHEY: Yes.

ROB SHARP: I would have to take that on notice with my CFO to come back with the actual balance.

The Hon. DANIEL MOOKHEY: If you could as of today, that would be helpful.

ROB SHARP: Will do.

ANSWER

I am advised:

I refer you to the answer provided in the hearing.

QoN025

The Hon. DANIEL MOOKHEY: You can see it says here "funding which is being held centrally for agreed measures which are yet to be allocated to agencies and do not require appropriation in 2022-23", and you can see it lists the Dungowan

Dam and Pipeline project. I am going to infer from that there is no allocation being made this year and therefore we've not appropriated it. Is that correct?

SIMON DRAPER: I couldn't answer that question. This is a Treasury—

The Hon. DANIEL MOOKHEY: That's what it says, so I'm going to—

SIMON DRAPER: Okay.

The Hon. DANIEL MOOKHEY: Do you know how much of this money that has been set aside up there which is being held centrally is for Dungowan?

SIMON DRAPER: No, I don't, I'm sorry.

The Hon. DANIEL MOOKHEY: Do you know which agency would be responsible for releasing it? This is the infrastructure Minister's estimates, so I'm going to work out that the infrastructure Minister would be required to release this.

SIMON DRAPER: No, I don't think that's likely to be the case.

The Hon. DANIEL MOOKHEY: Is it the Treasurer?

SIMON DRAPER: Usually the portfolio Minister—

The Hon. DANIEL MOOKHEY: But it's held centrally; it's not in the—

SIMON DRAPER: It may be held centrally. If it's held centrally—I will take it on notice but I might have to ask Treasury. I'm assuming it's actually held by Treasury.

ANSWER

I am advised:

This is a matter for the Treasurer.

QoN026

The Hon. DANIEL MOOKHEY: It turns out that it's actually cheaper for us to provide everybody in Tamworth with Evian water to bathe in than it is to build the Dungowan Dam project. What has been Infrastructure NSW's response to Infrastructure Australia's finding?

SIMON DRAPER: We don't really respond to their finding, but we provide our own assessments of the project as it goes through.

The Hon. DANIEL MOOKHEY: Have you found it to have more benefit than perhaps Infrastructure Australia did?

SIMON DRAPER: Sorry, could you repeat that?

The Hon. DANIEL MOOKHEY: Do you think it has more benefit than Infrastructure Australia thinks?

SIMON DRAPER: I think to answer that question I would really have to go back and have a proper look at what they've said and give you a thorough answer, so I'll actually take that one on notice. I don't usually but I will take that one on notice.

ANSWER

I am advised:

Further information and analysis will be released in the Final Business Case Summary for the project, once finalised.

QoN027

The Hon. DANIEL MOOKHEY: Mr Draper, I've been listening to many, many, many Ministers explain to me about how projects from Restart must have a BCR of more than one. Are you telling me now it's guidance, is it?

SIMON DRAPER: It's a policy that we adopted at INSW for acquitting our job that's under the Act to advise the Treasurer on whether it meets the requirements of the Act.

The Hon. DANIEL MOOKHEY: Are you still sticking to that?

SIMON DRAPER: Yes. I think it's a good tool.

The Hon. DANIEL MOOKHEY: Have there been projects that have been approved from Restart that have not satisfied that criteria?

SIMON DRAPER: No, but when you are allocating money for planning and project selection, you can't really assess it against the BCR rating.

The Hon. DANIEL MOOKHEY: Hence my question. What exactly is this money being used to plan?

SIMON DRAPER: Just give me one second. One of them was for a housing program. I think I will have to go back through some various messages I received earlier. It might be more convenient for you if I come back and answer that in a moment, Mr Mookhey.

The Hon. DANIEL MOOKHEY: While you're doing that, given we're here, I may as well just ask this—or at least put Ms Fishburn on notice about this, because I suspect, Mr Secretary, it will go to her. I'm interested in what is the \$14.5 million from the NSW Cycling Infrastructure Initiative that has been approved since the 2021-22 budget, but we can come back to that later.

SIMON DRAPER: Yes, I will have a look at that for you and come back to you on it.

ANSWER

I am advised:

In respect to the NSW Cycling Infrastructure Initiative, the Sydney Harbour Bridge Northern Cycle Ramp Project received \$14.5 million in the 2022-23 NSW Budget.

QoN028

The Hon. DANIEL MOOKHEY: I am after what the \$14.5 million that has come from Restart NSW in this year's budget that has been put towards the NSW Cycling Infrastructure Initiative is actually funding.

KIERSTEN FISHBURN: I will take that on notice and get an answer back to you this afternoon

ANSWER

I am advised:

I refer to the answer to Question on Notice 27.

QoN029

The Hon. JOHN GRAHAM: I think you told us the \$4 million build cost that you referred to was the first or the second build?

KIERSTEN FISHBURN: No. That's the second build.

The Hon. JOHN GRAHAM: The second build, the current build?

KIERSTEN FISHBURN: That's right. The first build was undertaken by City of Sydney. Obviously they hold those figures. I'm happy to contact them to see whether they're prepared to release them, but it's not my figure to release. The \$4 million is budgeted for Transport for NSW for the reinstatement of the College Street cycleway. The information that I'm still trying to get for you is the cost for the removal of the first College Street cycleway.

The Hon. JOHN GRAHAM: We were just clarifying who paid that cost.

KIERSTEN FISHBURN: Correct. Yes.

The Hon. JOHN GRAHAM: I assume it was the State, but if you could clarify that.

KIERSTEN FISHBURN: That would be my assumption, but I would rather have accuracy for you.

ANSWER

I am advised:

I refer to the answer to Question on Notice 15.

QoN030

The Hon. JOHN GRAHAM: No worries. If we could clarify that in this session, that would be appreciated. Thank you for those answers, though. I just want to turn back to the questions we were asking about the zero-emission buses program. I want to understand actually what has been committed to in the budget so far over the seven years. I appreciated the answers about the number of buses we procured last financial year, 100, and this financial year, 200. I understood the point you're making about the business case yet to come. How many electric buses does New South Wales have at the moment, or how many did we have before we purchased that 100 last year? Just give us some sense of that.

ROB SHARP: Yes, I will see if I've got that number. Give me one second. Do I have that number? No. I can give you how many diesel buses we have, but that's not what you're after. I will have to revert on how many we have, but it's not a large number. It's not 1,000 buses. It will be a multiple of hundreds.

The Hon. JOHN GRAHAM: Understood. If you could make it clear how that relates to—at what point in time, I guess, maybe at the end of last financial year

ANSWER

I am advised:

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

QoN031

The Hon. JOHN GRAHAM: The early works on depots are one of the other things that are proposed: 11 conversions, one new depot. When are those anticipated to be complete?

ROB SHARP: I will pass to Ms Drover. Do you know the details on that?

CAMILLA DROVER: I'm not sure about the completion dates, but certainly early 2023 is when some of those enabling works are due to start. They are the 11 bus depots that are in the control of Transport for NSW.

The Hon. JOHN GRAHAM: Are they all the depots that are in the control of Transport for NSW?

CAMILLA DROVER: I will confirm that, but I think that's right—all the ones in Greater Sydney, because the first tranche by 2035 is the 4,000-odd buses in Greater Sydney.

The Hon. JOHN GRAHAM: Sorry, just say that again? The first—

CAMILLA DROVER: The first tranche, which is to be completed by 2035, is the replacement of all the buses in Greater Sydney, and there are about 4,039 diesel and natural gas buses currently.

The Hon. JOHN GRAHAM: Great. Those works will start in early 2023—that is, the depot works I'm now referring to—but we don't know, sitting here, when they will end.

CAMILLA DROVER: Yes, because it would depend on the specifics of each bus depot. There would be different works at different sites, but we can take that on notice.

The Hon. JOHN GRAHAM: Could you take that on notice? I would expect there is an estimated completion date for that.

ANSWER

I am advised:

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

QoN032

The CHAIR: When we're asking questions for accountability purposes, we do that fearlessly. But I trust that the people in the Western Sydney Leadership Dialogue know that this is, of course, no reflection on them. That's a ridiculous assertion.

The Hon. SHAYNE MALLARD: Good to hear that.

The CHAIR: If we could come back to understanding exactly where the payment of money is going, I was curious because other agencies like Sydney Water are listed on the website, but there's no TAHE reference. I want to understand the nature of that payment.

BENEDICTE COLIN: I am not responsible for managing the western Sydney dialogue website. I can confirm that we are a member of western Sydney dialogue,

as are Sydney Water and other State-owned corporations. I would suggest that you direct the question to them.

The CHAIR: Could you take on notice how much money has been paid to the dialogue and what the nature of it was? That would close it off.

BENEDICTE COLIN: I would be happy to take that question on notice.

The CHAIR: Thank you, that's very useful.

ANSWER

I am advised:

TAHE has paid a 12-month membership fee of \$30,000.

QoN033

BENEDICTE COLIN: Before you carry on, you asked me earlier this morning a question in relation to a site at 51 William Street at Teralba.

The CHAIR: That's right.

BENEDICTE COLIN: I can confirm that the site was sold by TAHE for an amount of \$361,800 and that we've chosen not to disclose the sale of that property for commercial-in-confidence reasons, because it involves a private party and an individual. This is why certain transactions are listed as \$1, but we are happy to provide disclosure on request.

BENEDICTE COLIN: Thank you, that's useful. I understand that that property was purchased. But what was it purchased for, without giving details of the person that it was purchased from?

BENEDICTE COLIN: I'd have to take that question on notice. We've sold it, just to clarify.

ANSWER

I am advised:

I refer to the answer provided in the hearing.

QoN034

The CHAIR: It's curious, because it's a residential house. When you look at the map, it's nowhere near any kind of rail infrastructure. It's just a bit of a curious one, if you could come back with any sort of information on that. A number of them are similar. That one in particular was listed on a website as being appropriate for "land banking", so it's just a curious thing.

BENEDICTE COLIN: You obviously know more than I do, so I'd be happy to take that question on notice.

ANSWER

I am advised:

The site in question was included as part of a now redundant program which allowed RailCorp employees to use RailCorp-owned land by way of a license. This program facilitated housing for employees in regional areas to help attract skilled staff to these locations.

When the employee concerned leaves the organisation or passes away, according to the provisions of the license they must return the land to RailCorp (now TAHE).

It was subsequently determined that the land was surplus to requirements and divested.

QoN035

The CHAIR: Thank you, that's very useful.

The Hon. MARK BANASIAK: Ms Drover and Mr Sharp, the CEO of the Port Authority, Mr Holliday, has been quoted in an article talking about conversations being restarted about the Yarra Bay cruise terminal.

Given that there are concerns in the community about the connection with Kamay ferry wharves and the cruise terminal, and given it's not mentioned in the budget at all, can you tell us the status of that infrastructure project?

ROB SHARP: This is the Yarra Bay?

The Hon. MARK BANASIAK: Yes.

ROB SHARP: I'll have to take that on notice.

ANSWER

I am advised:

I refer to the answer provided by in the hearing.

QoN36

The Hon. MARK BANASIAK: I was emailed a tender for Kamay ferry wharves on the global tenders website, which I might pass up to you. It is dated after the tender we've been talking about for \$52 million. Can you shed some light, perhaps on notice, on what the tender is for? I can't find it on the New South Wales eTendering website, but it just seems strange that it seems like a separate tender for the wharves.

ROB SHARP: It seems very current—deadline 17 November 2022.

The Hon. MARK BANASIAK: Yes.

ROB SHARP: I'll take that on notice and ascertain what that's in regard to.

ANSWER

I am advised:

Information regarding the construction contract for the Kamay Ferry Wharves is available on the eTendering website, including the Contract Award Notice.

QoN037

The Hon. JOHN GRAHAM: I might return to those questions about electric buses. Firstly, have we determined how much an electric bus costs to buy?

ROB SHARP: The last contract was with Custom Denning. I'll talk at the high level, because this information is obviously on the website. The contract was for \$70 million for 79 buses. So once we've ordered—once delivered we'll have 101 buses from Custom Denning. We currently have 103 electric buses in operation in Greater Sydney at the moment.

The Hon. JOHN GRAHAM: There's 103 in operation.

ROB SHARP: And then another 101—

The Hon. JOHN GRAHAM: On the way?

ROB SHARP: On the way.

The Hon. JOHN GRAHAM: And they've already been paid for out of last year's allocation? Is that right?

ROB SHARP: Well, when you say "paid", there's a contract. Typically you pay on delivery.

The Hon. JOHN GRAHAM: Where is it accounted for in the budget is really my question—in which financial year?

ROB SHARP: I'm presuming it's in that \$218 million. But I can certainly take it on notice and check that.

The Hon. JOHN GRAHAM: I'm really asking in which financial year does it occur.

ROB SHARP: It'd depend on the delivery. I'd have to go back to the contract and see when were the buses delivered. It could be over a couple of years, I suspect.

The Hon. JOHN GRAHAM: Yes, and I don't want to overcomplicate it, Mr Sharp. We've got 101 buses. We've got 103 arriving shortly and we're purchasing 200 this financial year. I just want to understand the relationship between the 103 and the 200. But I'm happy for you to do that on notice.

ROB SHARP: We've got 103 already operational and owned. We've ordered 100 and 79 of those are from Custom Denning, to give you a sense for the pricing of a ZEB. But in terms of the actual \$218 million in the budget, there'll be other infrastructure costs and things. I'd have to get someone to analyse that out if you're after what's driving those numbers over that time.

ANSWER

I am advised:

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

QoN038

The Hon. JOHN GRAHAM: It also says, in this seven-year funding, "Initiating the procurement process of approximately 1,100 electric buses". Does that mean we will have purchased 1,100 electric buses at the end of the seven years?

CAMILLA DROVER: By 2035, we have committed to replace all the buses in Greater Sydney. My current numbers are that there is about 4,000 of those.

The Hon. JOHN GRAHAM: Why does the budget say we're initiating the procurement process of approximately 1,100 electric buses?

CAMILLA DROVER: I don't know. I would have to take that on notice. The commitment is to—

ANSWER

I am advised:

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

QoN039

The Hon. JOHN GRAHAM: I understand that general argument. I'm asking here about the specifics.

These are not necessarily inconsistent. But what I'm wondering about is why the budget says after seven years we might have 1,100 electric buses. That's not inconsistent, Ms Drover, with your answer. That would be by 2030,

and then by 2035 we might have replaced the 4,039. Does that sound right?

CAMILLA DROVER: We will take it on notice and confirm exactly that figure, which is in the Treasury budget papers.

The Hon. JOHN GRAHAM: It is 2-30 of Budget Paper No. 3. I will tell you why I was concerned. That would be consistent with your answers, but this says "initiating the procurement process", not "procuring

1,100 electric buses" over the seven years. Can we have some assurance that we actually will have achieved at least 1,100 by what will be about 2030?

CAMILLA DROVER: All I can say is the commitment is to replace the buses with zero-emission buses by 2035 for Greater Sydney, and then outer metropolitan by 2040, and the balance by 2047. That's definitely replacing them, not just initiating procurement.

The Hon. JOHN GRAHAM: After seven years, when this funding runs out, can we confirm how many buses will have been purchased at that point? I'm happy for it on notice, Ms Drover, just to be clear.

CAMILLA DROVER: We can take on notice the 240 and how many buses that buys. As the secretary said, we're still waiting for the final business case which will inject more funding to complete the program.

The Hon. JOHN GRAHAM: I understand that. But the budget says after seven years we will have initiated the procurement process of 1,100 electric buses. Does that mean, on notice, that we'll have 1,100 at the end of the seven years? Can we at least guarantee that?

ROB SHARP: We'll get back to you on it. It makes sense. To deliver 4,000, we would have to have the 1,000.

The Hon. JOHN GRAHAM: Yes.

ROB SHARP: What I'm told is that that may well represent a reservation that Treasury has put in there for purchases, given that the business case is still to be finalised. I'm suspecting that is what that is, but we will confirm.

The Hon. JOHN GRAHAM: I don't mind on notice. I think that's fair, but I would like some real clarity about it. I think it's fair also to ask for clarity about what has been reserved. The other funding at 2-33 is \$127 million for this year "to procure new fleet to cater for bus services across the State and deliver reliable services." Are those electric buses that have been procured, or is it a mix?
ROB SHARP: Budget Paper No. 3, page 2-33?
The Hon. JOHN GRAHAM: Correct.
ROB SHARP: I'm suspecting that will be growth buses, but I'll revert to you.

ANSWER

I am advised:

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

QoN040

The Hon. JOHN GRAHAM: I think the claim that we were going to have all 8,000 buses done by 2030 was, in total, without a plan, in ignorance of the significant challenges that means for the grid or for these depots.
ROB SHARP: I can't comment on behalf Minister Constance.
The Hon. JOHN GRAHAM: I don't want you to. But I am critical of that. That's not the agency's issue, so I accept the context you're putting. But that is now the gap that we're talking about between the 2030 commitment to have these 8,000 buses electrified and what now looks realistic in 2047. That's how long it will take us to roll this through. Is that correct?
ROB SHARP: Yes.
The Hon. DANIEL MOOKHEY: Through you, Mr Secretary, do you mind if I ask some questions of Ms Colin?
ROB SHARP: I've got those cash details if you want them.
The Hon. DANIEL MOOKHEY: Yes, that would be helpful.

ANSWER

I am advised:

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

QoN041

The CHAIR: Secretary, can I ask you about the streetlight spend that was announced in the budget—the \$30 million for lighting, CCTV and foot traffic upgrades? That amount was marked as being also for an anti-street harassment campaign. How much of that money is for lighting, CCTV and foot traffic upgrades?
ROB SHARP: I would have to take on notice the breakdown, but I'm certainly happy to come back with that breakdown. It is actually quite an important element for us because we have quite remote infrastructure and the lighting isn't consistent.

We are looking to uplift the standards. Similarly, as we've spoken about in prior budget estimates, we also look at accessibility across railway stations. I know there is still progress to be made on that front, but it is making a big difference. That uplift across all of our infrastructure is part of our strategy.

The CHAIR: One of the criticisms of that lighting project was why do we have places where the lighting is so bad that it has made it unsafe? That's not quite the correlation there. But in terms of this \$30 million for lighting, presumably all of the new roads and infrastructure already have appropriate lighting?

ROB SHARP: Yes, that's right.

The CHAIR: This additional amount is for upgrading old sites, I guess. Are you identifying them based on what is a hotspot or—

ROB SHARP: Yes. I'm sure there will be criteria specifically on where they're investing. I'm happy to come back to you on it. I don't know that level of information at the moment.

The CHAIR: Thank you. And if you could let me know how far that money will go in terms of the \$30 million—how many streets does that light? How many CCTV cameras?

ROB SHARP: Yes, we'll provide that context.

The CHAIR: That would be very useful.

ANSWER

I am advised:

For the Safer Cities Program \$30 million will be invested over two years in safer cities for Women and Girls and announced as part of the Women's Opportunity Statement in this year's Budget.

The \$30M Program has three focus areas, partnerships to trial and test interventions with pilot Councils, placemaking on state government owned land, smart city initiatives and transport hubs, and a research and policy toolkit alongside a public education campaign focussed on safety and reducing street harassment.

The final improvements will be informed by engagement with women and girls and be placed based. They will include improved lighting, smart city solutions, foot traffic upgrades as well as other initiatives that respond to local feedback.

As the Program is in initial planning, further work is required to detail a cost breakdown for each asset.

QoN042

The Hon. MARK BANASIAK: Mr Sharp, the taxi trial, are you able to table—was there a report done or is there any data that you would be able to share with the Committee in terms of—

ROB SHARP: I'm sure there would be. That's completed, so I'm happy to take on notice what I can provide to you out of that study.

ANSWER

I am advised:

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

QoN043

ROB SHARP: The Hunter Valley coal—IPART.

The Hon. DANIEL MOOKHEY: The Hunter Valley coal—the specific networks were your country rail network—

BENEDICTE COLIN: There was an under-recovery and we've agreed to comply with some of the recommendations of IPART and develop a policy for the offsetting of that—of the recovery.

The Hon. DANIEL MOOKHEY: So you're hiking the prices?

BENEDICTE COLIN: No, I'm not. I haven't said that.

The Hon. DANIEL MOOKHEY: Okay. Sorry, I thought you'd have to, because won't you have to charge more to the full economic cost?

BENEDICTE COLIN: We've agreed to revise pricing to, as I said, offset that—it was under "other recovery".

The Hon. DANIEL MOOKHEY: Ms Colin, I'm just going off what's on the IPART website, which is, I think, a letter that you sent, to be fair. It might be the case that I've misinterpreted it. But it says here that your compliance statement was, on the country rail network—just to be clear, when I'm saying you I don't mean you personally—TAHE was only recovering 15 per cent of the full economic cost of running the country rail network. It says here then in respect to the northern Sydney rail corridor you were only recovering 58 per cent. And in respect to the northern Sydney rail corridor it was 76, the recovery rate. All three are below the 80 that you have to recover. So do you want to give me—well, what's happening? Have I misinterpreted this?

BENEDICTE COLIN: I'll have to take that question on notice. But I have just said, for the metropolitan network we'll be providing our first submission this year.

The Hon. DANIEL MOOKHEY: Okay. But I'm specifically interested in the CRN—the country rail network—aspect of it because that's the one that's most well below the floor. And to be clear here, TAHE makes it clear to IPART that not only are you not—15 per cent doesn't include the depreciation or the requirement to earn a return on your regulated asset base. So, on notice, if we can understand where we're up to in respect of those three matters? I do accept that the Sydney Trains and the NSW Trains will go through the process now. But it's quite below; the recovery rate is 15 per cent.

BENEDICTE COLIN: I think it's very well known that the country rail network is heavily subsidised so that we can run—

The Hon. DANIEL MOOKHEY: It is. But it's the coal aspect of it that's—

BENEDICTE COLIN: I'll take that question on notice.

ANSWER

I am advised:

The vast majority of coal carried on TAHE heavy rail networks takes place on the Hunter Valley Coal Network, the Northern Sydney Rail Corridor and the Metropolitan Rail Network, with very little coal is carried on the Country Regional Network.

The NSW Rail Access Undertaking provides that access charges are to be negotiated so that they are between the Floor and Ceiling limits however it does not stipulate where in this range access the specific level of cost recovery to be achieved.

QoN044

The Hon. DANIEL MOOKHEY: The Auditor-General has also made clear in her report last year, which was given to us this year, that she was intending to subject Sydney Trains and NSW Trains to the control test inspection that she has to undertake, which is slightly separate from the classification process of the ABS. Have you got any updates on that one for us?

ROB SHARP: No, I don't. Not at all. But it was pleasing to have the first review confirmed, but I'll have to take on notice the status of it.

ANSWER

I am advised:

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

QoN045

The Hon. DANIEL MOOKHEY: That's good. I'll ask her tomorrow. Finally, before I pass to my colleague, there's a matter in the Supreme Court which I'm interested in—what it's all about. It's Kimberly Amber Walker and Transport Asset Holding Entity. Do you know what this is?

BENEDICTE COLIN: I'm not aware about that matter, but I'm happy to take that question on notice.

The Hon. DANIEL MOOKHEY: Do you mind taking it on notice?

BENEDICTE COLIN: Would you mind just giving me a little bit more context?

The Hon. DANIEL MOOKHEY: That's all the context I have. It has been listed repeatedly in the Supreme Court lists, in which it is Kimberly Amber Walker v Transport Asset Holding Entity. Clearly someone by the name of Kimberly Amber Walker is, presumably, suing the Transport Asset Holding Entity. I'm just interested to see what that is.

BENEDICTE COLIN: That might be something that we've inherited from RailCorp, but I'll take that question on notice.

ANSWER

I am advised:

As this matter is before the Courts it is inappropriate to comment at this time.

QoN046

The Hon. JOHN GRAHAM: Yes, understood. You say for the Tangara fleet, though, some mid-life upgrades. When will they occur?

ROB SHARP: They have been occurring. I'll just pass to Ms Drover, who might have a current status on that particular item.

CAMILLA DROVER: I will need to come back to you with the exact date. If you give me a minute, I will get you that. We did have delays with the Tangara train upgrade and more recently because there are some rail harnesses actually coming out of Ukraine, which we had difficulty getting. So there have been some delays. But I can come back to you with a date in a minute.

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN047

The Hon. JOHN GRAHAM: I appreciate it. What are the mid-life upgrades to extend the life of the fleet? Prior to the upgrade, what's the life of the Tangara fleet?

CAMILLA DROVER: I don't know that.

ROB SHARP: I would have to come back to you with the specific years on them.

The Hon. JOHN GRAHAM: Perhaps on notice, I am interested in what's the projected life prior to the upgrade, how much is the upgrade adding. Is any of that upgrade work being done locally, or is that being done elsewhere?

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN048

CAMILLA DROVER: The Tangara train upgrade is a local project. In fact, a lot of it is being done now by Sydney Trains, and some of the upgrade is for DSAPT compliance.

The Hon. JOHN GRAHAM: When you say it's local, where is that being done?

CAMILLA DROVER: In New South Wales, I understand, but I'll confirm that.

ROB SHARP: Sydney Trains engineering, but which facility, we will come back to you.

The Hon. JOHN GRAHAM: On notice. That will be fine.

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN049

The CHAIR: I just wanted to pick back up on that advertising revenue discussion. What amount of advertising revenue are we currently getting from our transport assets, then?

ROB SHARP: I would have to pass to Ms Colin on that one. The advertising at the moment is typically the billboards you see around railway stations. I think that revenue sits with you.

BENEDICTE COLIN: No, sorry, Secretary. This revenue sits with Sydney Trains.

ROB SHARP: There we go. I will have to take it on notice, then, in terms of the revenue.

BENEDICTE COLIN: I would love to have the advertising revenue.

ROB SHARP: It's very modest at the moment, but I will take that on notice.

The CHAIR: Is that all advertising revenue, then? What about on the actual trains themselves? Is there anything—

BENEDICTE COLIN: We don't get any advertising revenue within TAHE.

ROB SHARP: But I will come back on notice in terms of what the actual dollar amount is.

ANSWER

I am advised:

This is a matter for the Minister for Transport.

QoN050

The CHAIR: That would be very useful. In relation to the road user charge, I know that we're—actually, maybe you can give me an update on what the percentage of new-sale cars is for EVs, but I think we're still a few years from potential implementation of that RUC.

ROB SHARP: Yes, that's right. There was a survey that I noticed in the media today was saying one in 20 vehicles is now fully electric. Obviously, headline "Percentage increase massive", but it's off a very low base. We're still some years away before that charge would kick in.

The CHAIR: So we're looking at, like, 5 per cent at the moment, and we've got to get up to 30 per cent.

ROB SHARP: Thirty per cent.

The CHAIR: Is it 2027 or 2028 that it will kick in otherwise?

ROB SHARP: I would have to check on the actual date.

ANSWER

I am advised:

A road user charge will apply will apply to eligible EVs from 1 July 2027 or when electric vehicles make up 30 per cent of all new vehicle sales, whichever comes first.

QoN051

The Hon. MARK BANASIAK: Did the taxi trial include sending data to the Point to Point Transport Commission in terms of any Uber or rideshare vehicles coming into the rank and hail areas, or those Uber or rideshare vehicles not displaying their reflective signs when they came into the rank and hail? Was any of that information used to inform enforcement?

ROB SHARP: I doubt that it would have been used for enforcement, given that it was a trial, but I'll take on notice the extent of the data and whether it actually went down to looking at Uber and other uses. We certainly looked at taxis and non-taxis, but whether the non-taxis were broken down into other rideshares, I don't know.

The Hon. MARK BANASIAK: You would assume that if someone pulled in—

ROB SHARP: Quite possibly.

The Hon. MARK BANASIAK: —that isn't a taxi then they were either a rideshare or they were just doing the wrong thing.

ROB SHARP: I'm not across whether that was actually collected, and I doubt that it was used for enforcement, but I'll confirm.

ANSWER

I am advised:

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

QoN052

The Hon. JOHN GRAHAM: We successfully dealt with that other issue, so I will turn to a toll relief question. We've talked before about how many accounts are expected to benefit from the Government's new 40 per cent toll relief program. I'm interested in the split between private accounts and small business accounts. Can we get any information on that?

ROB SHARP: In terms of the current toll relief?

The Hon. JOHN GRAHAM: I'm inquiring now about the Government's new toll relief program that's been announced, yes.

ROB SHARP: I'll take that on notice to get the information.

The Hon. JOHN GRAHAM: Of the money that's allocated, and recalling that money has been allocated over two financial years and then none beyond that—

ROB SHARP: Correct.

The Hon. JOHN GRAHAM: —I was interested in a financial breakdown between the private and the small business accounts.

ROB SHARP: Okay, I'll take that on notice.
The Hon. JOHN GRAHAM: Great, thank you for that.

ANSWER

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

QoN053

The Hon. JOHN GRAHAM: I want to move to another issue. One of the changes that was made to the road rules during one of the debates we had in the Parliament was in relation to loading zones for musicians. How is that operating now? I had a case raised with me in the past days of someone's son who received a \$200 parking fine using a loading zone on Rosenthal Avenue in Lane Cove. He was a musician loading out heavy equipment. He appealed, but the appeal was unsuccessful. I want to ask about Transport's view about how this road rule 179-1 is operating. The formulation that was used was a note to say loading zones were able to be used—for example, a driver may stop in a loading zone to deliver music equipment at a venue—on advice from the Government and, I think I recall on advice from the Transport agency. In this instance it doesn't seem to have worked. Can you give us any views either on this instance or more generally? Operationally how is this working?

ROB SHARP: This is the first time I've had anyone raise this particular issue. I am aware of ongoing concerns around loading zones and clearways. It's obviously a sensitive topic. I'll take on notice this particular rule and revert to you on the background to it. As I indicated, I haven't actually had this one come up before. It's an interesting one for me as well.

The Hon. JOHN GRAHAM: I'd be happy to refer this specific case to you to see.

ROB SHARP: I appreciate that.

The Hon. JOHN GRAHAM: But then it's really that operational question: Is the rule as it's written now sufficient to cover this sort of situation? I think the parliamentary expectation was based on some advice about the drafting. This is a complex area.

ROB SHARP: It is. I'll go back and look at the intent and, clearly, if on appeal the intent has not been delivered, we'll certainly commit to having a look at it.

ANSWER

I am advised:

This is a matter for the Minister for Metropolitan Roads.

QoN054

The Hon. JOHN GRAHAM: I'm not debating that. That's a matter I would take up with the Minister, but it really was a specific recommendation here that Arts go away, look at this. It was in relation to Barangaroo as the site. It was in relation to an Indigenous cultural centre. Did they then report back? I've got the recommendation here. INSW recommended:

Arts NSW, in consultation with Indigenous leaders, the Barangaroo Development Authority and other relevant NSW Government agencies, lead the development of a strategic business case for an Indigenous Cultural Centre, investigating sites around Sydney Harbour including Barangaroo. So it wasn't just about Barangaroo, your agency's initial recommendation, but it was very much shaped around an Indigenous cultural centre. That was the first big discussion of this idea. It was a flagship part of a cultural infrastructure strategy, as I recall it. Is that a fair—

SIMON DRAPER: I think I have to rely on your reading there. I can take on notice and come back to you about what was progressed from there. My experience of it is more what's happened in the last couple of years. In some ways, what you described in that recommendation is what happened. Create NSW worked with the land council and First Nations stakeholders around the idea there. We were providing support into that.

The Hon. JOHN GRAHAM: I agree with that. That work clearly happened after that. My question to you, perhaps on notice if you're more comfortable dealing with it that way, is: What then happened from an INSW point of view? This was the recommendation. In my recollection, a core part of the Cultural Infrastructure Strategy is those two things led to this expectation, particularly the work that then happened, but what report back was there after this? What happened as you look back from an INSW point of view to this recommendation and the work?

SIMON DRAPER: Sure. I'll take that on notice and give you a bit of a potted history on that.

ANSWER

I am advised:

The consideration of a dedicated Indigenous centre at Barangaroo has been ongoing for around a decade. A short timeline is summarised below:

- 2011-2014 – the former Barangaroo Delivery Authority commissioned various reports to consider and assess the potential for a National Indigenous Centre at Barangaroo.
- October 2016 – The Cultural Infrastructure Strategy 2016 (CIS): Advice to the NSW Government was developed by Infrastructure NSW and submitted to Government.
- The CIS recommended Arts NSW, in consultation with Indigenous leaders, the Barangaroo Delivery Authority, and other relevant NSW Government agencies, lead the development of a strategic business case for an Indigenous Cultural Centre, investigating sites around Sydney Harbour including Barangaroo.

- The CIS recommended the NSW Government seek partnership with the Commonwealth Government on this project given that it will be a facility of national significance.
- April 2017 – an arm of Create NSW was established (Create Infrastructure – the Government’s cultural infrastructure program management office) to coordinate planning and delivery of cultural infrastructure.
- February 2018 – INSW released the State Infrastructure Strategy 2018-2038.
- 2018 – following a state-wide engagement approach to gather information and insights from cultural leaders, the NSW Government’s first Cultural Infrastructure Plan was released by Create NSW.
- July 2019 – BDA was abolished and INSW assumed the responsibilities of BDA as part of Machinery of Government changes.
- 2020 / 2021 – Create NSW invited an Aboriginal Cultural Taskforce to prepare a vision for the Cutaway as an Aboriginal Cultural Space. Infrastructure NSW participated as an observer to the Taskforce and as a technical advisor, including engaging BVN to carry out an investigation process.
- Mid-late 2021 – As part of the investigation, user group engagement was carried out and confirmed a major single flexible space as the preferred approach. The NSW Government determined in late 2021 to proceed on this basis with a civic venue suitable for a balance of cultural, artistic, and commercial functions.
- Late 2021 to mid-2022 – INSW ran a procurement process to find an Architect to design the fit-out of the Cutaway.
- July 2022 – The NSW Government announced the Museum of Sydney, the site of Australia's first Government House, will be transformed into an Indigenous cultural space dedicated to the culture and history of Aboriginal people.
- August 2022 – FJMT Studios announced as the Architect for the Cutaway fit-out project.

QoN055

The Hon. JOHN GRAHAM: Thank you. That would be appreciated. Finally, I was just, as we were talking about the road user charge, about the court case in relation to this matter. I was interested in the Minister's view that he was quite upbeat about the State's prospect of surviving this court case and having its powers intact. That may not be surprising, looking at the constitution. What I'm interested in is where is this up to? Is there a view from the agency about how this proceeds from here?

ROB SHARP: We're all watching it with interest. It's kind of an interesting case to be run. The agency doesn't have a view on the constitutional success or otherwise of it. To be quite honest—

The Hon. JOHN GRAHAM: You're more keen observers.

ROB SHARP: —it really flows into a policy question because it really does come to a government policy on how you fund roads. At the moment, clearly there are funding mechanisms that come through there. If

that evaporates or doesn't evaporate, that's a policy question.

The Hon. JOHN GRAHAM: That's a sensible view. I'm more interested in an update about the court case—the timing.

ROB SHARP: I haven't got the details on me, but certainly happy to provide some details on it. It is still playing out.

The Hon. JOHN GRAHAM: No worries. Just any details on notice would be helpful.

ANSWER

I am advised:

Further information in relation to this case is available on the High Court of Australia website.

QoN056

The Hon. DANIEL MOOKHEY: Mr Draper, I was just wanting to check about the Restart NSW Fund.

The budget says there is a \$1.3 billion unallocated balance. That is still your understanding?

SIMON DRAPER: That's correct, yes.

The Hon. DANIEL MOOKHEY: Does that account for the investment loss that the NIFF suffered last year?

SIMON DRAPER: Account for the investment loss to the NIFF?

The Hon. DANIEL MOOKHEY:

The infrastructure investment fund. Treasury told us at their estimates that we lost \$500 million out of this fund last year.

SIMON DRAPER: Out of the NIFF?

The Hon. DANIEL MOOKHEY: Yes. Is that \$1.3 billion accounting for that loss?

SIMON DRAPER: I'm not sure there's any direct connection between those items, Mr Mookhey.

The Hon. DANIEL MOOKHEY: There has to be, because that's the fund. You know we invest that fund while we're not spending the cash?

SIMON DRAPER: A couple of things. It's a Treasury-managed item. I would need to refer to them, but happy to come back to you on notice. I don't believe there has been any loss to the Restart NSW Fund because of any returns or losses in the NIFF.

ANSWER

I am advised:

This is a matter for the Treasurer.

QoN057

The Hon. DANIEL MOOKHEY: I did spend quite a bit of my summer, regrettably, on trying to read through all the Restart NSW reports to line up what actually has come in and what has gone out. It is quite remarkable how opaque it is. Given that this is the proceeds of electricity privatisation—I have asked you before, Mr Draper, but does Infrastructure NSW actually keep a list of the commitments?

SIMON DRAPER: We know what we have provided advice on. We don't then know what—

The Hon. DANIEL MOOKHEY: You don't check it?

SIMON DRAPER: We don't manage the fund, so we don't then know what Treasury and the Treasurer have done in terms of allocating that money and how they're monitoring that.

The Hon. DANIEL MOOKHEY: Okay.

SIMON DRAPER: That's a question for Treasury. But we do have a record, of course, of everything that we've recommended.

The Hon. DANIEL MOOKHEY: How much of that are you prepared to tell me? I literally had to go back to every budget since 2012 to get a list of commitments that have been out the door. They don't really report the same way. I'm going to ask you, given that you would be the sole source of truth here and this should be all publicly available information, can we get a list of all the projects and the commitments that have been made towards them since 2012 and the inception of this particular fund?

SIMON DRAPER: Okay. That's going back a long way. I'm happy to—

The Hon. DANIEL MOOKHEY: There's no-one else.

The Hon. JOHN GRAHAM: You're the keeper of the history here, Mr Draper.

SIMON DRAPER: I think Treasury probably could provide that, but I'm not sure whether you've asked them that question in their own—

The Hon. DANIEL MOOKHEY: I will make you this promise, Mr Draper: If I ask you, I will ask them too. Then we can line them up and we can see how we go.

SIMON DRAPER: I'm happy to provide you the information that we have, subject to Treasury letting us know whether there's any reason why we cannot. If it goes into Cabinet—

The Hon. DANIEL MOOKHEY: It has all been published in the budgets. It is just remarkable that what happens to be published in a budget one year, we are learning, doesn't seem to have much bearing, necessarily, on what actually happens. It is a lot of money, right? It is \$37 billion that has gone through this fund. I don't think it is unreasonable for us to go, ""What's it been spent on?"" Is that possible—you can give me a list?

SIMON DRAPER: I will take that on notice and give you a list. As I say, I will take some advice from Treasury about if there's some reason why they have not published them. That would impose a restriction on us. But, otherwise, I'm more than happy to give you that.

ANSWER

I am advised:

Questions regarding the projects that have been funded from the Restart NSW Fund, and the information on the Restart NSW Fund that is provided in the Budget Papers, should be directed to the Treasurer.

QoN58

The Hon. DANIEL MOOKHEY: So \$23.2 million over three years to fund various projects on the Central Coast in accordance with the strategy you're about to announce?

ELIZABETH MILDWATER: Yes.

The Hon. DANIEL MOOKHEY: Don't keep me waiting. What are we doing? What's the strategy?

ELIZABETH MILDWATER: Sorry?

The Hon. DANIEL MOOKHEY: Is it economic development?

ELIZABETH MILDWATER: Yes, sorry, it is an economic development strategy. We did some public engagement in late 2020 and since then. Some various themes came out like improved connectivity, the Gosford education announcement, some transport work, some planning work. We identified a series of projects. That funding is to both fund those and the coordination of it. What we're doing at the moment is actually confirming exactly the money needed for each of those projects, and then we will announce the total.

The Hon. DANIEL MOOKHEY: That's \$23.2 million over three years?

ELIZABETH MILDWATER: Over three years.

The Hon. DANIEL MOOKHEY: By any chance, do you happen to have the breakdown by year?

ELIZABETH MILDWATER: Just give me one second. I might be able to give you—if I don't, I can certainly get it for you. No, I don't have it with me, but I'm happy to take that on notice

ANSWER

I am advised:

The NSW Budget 2022-23 Outcomes Statement (Budget Paper No.2) notes that \$23.2 million was allocated over four years, with \$20.2 million recurrent expenses in the 2022-23 FY.

QoN059

The Hon. JOHN GRAHAM: I just want to ask about a number of road projects, and essentially about their funding. I'm leaning on Budget Paper No. 3 in the transport list there. It's around page 5-49. On page 5-51 there's a total for minor works. What is the definition that Transport applies for those minor works?

ROB SHARP: Minor works?

The Hon. JOHN GRAHAM: Yes, you can just see that total there—"Total, Minor Works".

ROB SHARP: All projects other than major.

The Hon. JOHN GRAHAM: Very good. Any other details?

ROB SHARP: No, I'm not privy to a dollar limit or a definition. But I'll come back to you in terms of the budget definition of what's in "major" and "minor"

ANSWER

I am advised:

The Minor Works item is a collation of a number of relatively small projects and programs to improve the transport network.

Minor works include funding provisioned for strategy, technology, some environmental and regulation projects, as well as some property acquisitions.

QoN060

The Hon. JOHN GRAHAM: The road safety funding which is in the budget at page 5-49—obviously the money from camera revenue goes into the Community Road Safety Fund. Is that related to this line item or is that a separate matter? How do those two things relate?

ROB SHARP: There are a couple of different funding sources for our road safety. We obviously have a whole of government and then there are particular initiatives that come out of the community fund. I'd have to look at the breakdown of where that particular funding came from. I'll revert to you on that.

The Hon. JOHN GRAHAM: So it's really what are the constituent parts of that funding, accepting that there's generally consolidated revenue as well as the camera revenue?

ROB SHARP: Correct.

The Hon. JOHN GRAHAM: But also what is it allocated towards—just some examples. Turning to the previous page, looking at one of the issues that's been debated—"Great Western Highway and Bells Line of Road" is how it's listed here. What part of that relates to the Bells Line of Road?

ROB SHARP: I'd have to get that broken out. I can't tell you what the portion is

ANSWER

I am advised:

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

QoN061

The Hon. JOHN GRAHAM: Of the \$5.4 billion that is listed in the budget paper as money that is being spent on WestConnex, does that include only New South Wales funding or does it also include some of the Commonwealth funding that was provided in the early stages of WestConnex?

CAMILLA DROVER: I think it's only the State funding, but we can confirm that on notice.

The Hon. JOHN GRAHAM: I'd be happy on notice. I'm just trying to understand how it's listed. I think I've understood that exchange. On notice, could we just clarify? The thing that would actually be useful, specifically for that line item but also just in general, is if you're able to write down what the practice is. That would be very helpful from our end.

ROB SHARP: We'll come back on that.

ANSWER

I am advised:

The Federal Government has contributed \$1.5 billion in grant funding to WestConnex including to both Transport for NSW as well as Sydney Motorways Corporation.

This was utilised for property acquisition on all stages, project development and construction of Stage 1 (New M4) and Stage 2, and project development of Stage 3.

In addition, Stage 2 (M8 including the King Georges Road Intersection Upgrade works) of WestConnex has been financed through a subordinated loan from the Commonwealth.

QoN062

The Hon. JOHN GRAHAM: Was there an answer over the forward estimates for the Great Western Highway? Sorry to distract you while you were finding that number.

CAMILLA DROVER: It's \$163.2 million for this financial year and \$3.2 billion over the next four years.

The Hon. JOHN GRAHAM: Give me the first number again. You're including the two upgrades—that is Kelso to Raglan, as well as Katoomba to Lithgow?

CAMILLA DROVER: Yes, although Kelso to Raglan is very modest.

The Hon. JOHN GRAHAM: I agree with that.

CAMILLA DROVER: It's \$163.2 million for this financial year.

The Hon. JOHN GRAHAM: And then I've got the four-year figure. Can you just step it out over the next couple of years, please?

CAMILLA DROVER: I haven't got that with me today. I had that for Minister Farraway's budget estimates. I can take that on notice.

The Hon. JOHN GRAHAM: I only want it over the forward estimates. Rather than take time here, what I'd like to do is put some roads to you in general and ask for the funding over the forward estimates period allocated to each year. I might do that separately after the hearing.

ROB SHARP: We're happy to do that.

The Hon. JOHN GRAHAM: That would be very helpful.

ANSWER

I am advised:

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

QoN063

The Hon. DANIEL MOOKHEY: Mr Sharp, I might need to ask some questions about the fish market, if you don't mind. It might be to Mr Draper, actually. Mr Draper, what is the current project budget for the Sydney Fish Market project?

SIMON DRAPER: It's \$750 million.

The Hon. DANIEL MOOKHEY: When that was originally announced, it was \$250 million, wasn't it?

SIMON DRAPER: That was way before my time, but I believe it was a lower figure originally, yes.

The Hon. DANIEL MOOKHEY: And there was a major change in scope. Was the business case ever updated on that?

SIMON DRAPER: I believe the business case was based on the more recent figures.

The Hon. DANIEL MOOKHEY:

What was the new BCR then? I'm trying to keep up with the summaries that have been published on your website, and I don't know which one that's referring to—the original business case or the current business case.

SIMON DRAPER: I'm only aware of one business case that was used to make the investment decision.

That was based on that budget that we discussed a moment ago—the 750.

The Hon. DANIEL MOOKHEY: The one I have in front of me says that it had a BCR of 1.03, based on a total cost of \$616 million.

SIMON DRAPER: I'll have to take that on notice.

ANSWER

I am advised:

The Final Business Case for the Blackwattle Bay urban renewal project was prepared on the basis of a \$750 million capital investment for the main works of the new Sydney Fish Market. This is made clear on page 2 of the Business Case Summary.

The \$616 million figure referenced in the table on page 12 is a Present Value figure of the costs for the purposes of calculating the expected economic performance of the project.

QoN064

The Hon. DANIEL MOOKHEY: How many tier 1 projects are there?
SIMON DRAPER: On our current list, I would have to go back and check. It's usually between 45 and 50 at any given time, at various stages between early planning through to delivery.

ANSWER

I am advised:

As at September 2022, there are 46 Tier 1 projects registered with Infrastructure NSW.

QoN065

The Hon. DANIEL MOOKHEY: The funding threshold was, what, \$100 million, was it? In order to be—
SIMON DRAPER: I'd have to go back and check, but they definitely have to be of a significant scale before they get into tier 1.
The Hon. DANIEL MOOKHEY: How far back are you required to keep it on your website for?
SIMON DRAPER: How long do we keep them on the website?
The Hon. DANIEL MOOKHEY: Yes.
SIMON DRAPER: The business case summaries?
The Hon. DANIEL MOOKHEY: Yes.
SIMON DRAPER: As far as I'm aware, we don't remove them.
The Hon. DANIEL MOOKHEY: Mr Draper, I'm looking right now at your business case summaries. You wouldn't have 30—nowhere near. If you're talking about stuff we've mentioned this morning—for example, there is not the Parramatta Light Rail stage one business case summary on this. That's the first one I can see. To be fair, stage two has gone through various iterations over the period. The Sydney Metro Chatswood and Sydenham to Bankstown is not there. These are the ones off the top of my head. It's clearly not the case that all tier 1 projects are here yet.
SIMON DRAPER: The policy of publishing business case summaries—I've forgotten what year it came in, but it may be the case that those investment decisions that were made before that policy decision were never published. I'm not sure. I'll come back to you.
The Hon. DANIEL MOOKHEY: That can't be true because there are definitely ones that go back earlier in time that are published here. We've got the Coffs Harbour Bypass. That's great. But the F6 Extension stage one, the investment decision on that was made a long time ago—seven years—and that's there. On top of that, your website says that you're meant to be publishing tier 1 and tier 2 projects through a gate 2 business case gateway review. They're also meant to be published. They're not published.
SIMON DRAPER: What I'll do is I'll go back and do a reconciliation for you, on notice, of those where investment decisions have been made and identify whether there are any gaps. I don't believe there is. There's certainly no intention on our part to skip any business case summaries. That's our practice.

The Hon. DANIEL MOOKHEY: Again, I've given you some specifics. The Parramatta Light Rail stage one is not here. Sydney Metro West is here and Sydney Metro Western Sydney Airport is here, but the other Sydney Metro projects are not here. To be fair, the north-west probably preceded the formation of Investment NSW, but Chatswood and the Sydenham to Bankstown conversion is not here. I'm sure that we can come up with a lot more. You can come back to us on notice and find out—
SIMON DRAPER: Yes. I'll do a reconciliation for you.

ANSWER

I am advised:

A project's tier is determined using criteria based on Government priority, interface complexity, procurement risk and agency capability and capacity and is outlined in the Infrastructure Investor Assurance Framework.

Infrastructure NSW started to release Business Case Summaries in March 2018. The policy is that business case summaries will be published after investment decisions have been made by Government. The investment decision for Sydney Metro, City & Southwest and Parramatta Light Rail Stage 1 precedes the commencement of the policy on publishing business case summaries.

QoN066

The Hon. DANIEL MOOKHEY: Sure. Perhaps you can tell me. Does the parking revenue for Parramatta Park, from people who pay via the Park'nPay application, go to the trust?

KIERSTEN FISHBURN: My understanding is, yes, but I'll take it on notice to get you a 100 per cent accurate answer.

The Hon. DANIEL MOOKHEY: How much does it cost the trust to use the Park'nPay app?

KIERSTEN FISHBURN: Again, I'll have to take that one on notice for you

ANSWER

I am advised:

Yes. All the revenue generated from the Park'nPay app goes back into Parramatta Park, providing essential visitor services maintenance, cleaning and conservation works within Parramatta Park for the community.

Park'nPay does not charge Parramatta Park Trust any fee for this service.

QoN067

The Hon. DANIEL MOOKHEY: How was the Park'nPay app determined to be the best option to collect this proportion of revenue? Was it through a tender? Was it through a ministerial directive?

KIERSTEN FISHBURN: My understanding is it wasn't through ministerial directive. It was before my time, however. So, I'm sorry, I am going to have to take that on notice.

ANSWER

I am advised:

Greater Sydney Parklands decided to use the Park'nPay initiative, as the technology provides a superior customer service experience to visitors.

QoN068

The Hon. DANIEL MOOKHEY: Can we find out how long the contract is for this particular Park'nPay app?

KIERSTEN FISHBURN: Yes. Absolutely. I'll get that back for you.

ANSWER

I am advised:

No contract is required to participate in the Park'nPay scheme.

QoN069

The Hon. DANIEL MOOKHEY: Obviously the redevelopment of the stadium in Parramatta had an impact on Parramatta Park. Do we know how many trees were removed for parking at Parramatta Park?

KIERSTEN FISHBURN: Thirty-eight trees were removed recently in relation to the parking changes. To supplement that, 170 advanced native trees will be planted.

The Hon. DANIEL MOOKHEY: By when?

KIERSTEN FISHBURN: I do not have the exact date for you there, so I'll get that for you

ANSWER

I am advised:

There have been 38 trees removed for People's Loop (Stage 1), which will be replaced with 170 advanced native trees by the end of 2022.

QoN070

The Hon. JOHN GRAHAM: Yes, understood.

KIERSTEN FISHBURN: In relation to the delivery of the first College Street cycleway, that was funded by City of Sydney. We don't have access to their costs. Transport for NSW has put \$4 million towards the reconstruction of College Street cycleway. We're still digging through old paperwork to find the cost of the previous removal, so I will come back to you if we're able to get that today.

The Hon. JOHN GRAHAM: Who paid for the removal, separate to the actual cost for it?

KIERSTEN FISHBURN: We are still seeking clarification on that.

ANSWER

I am advised:

I refer to the answer to Question on Notice 15.

QoN71

The Hon. DANIEL MOOKHEY: Mr Draper, I've got a few more that are not on your website. If you

don't mind looking into—

SIMON DRAPER: Yes.

The Hon. DANIEL MOOKHEY:

The Warringah Freeway upgrade isn't there. The Bankstown

Hospital decision, that's \$1.3 billion that's missing. Equally, the Central Station redevelopment doesn't seem to be

there either. Again, we would appreciate a full reconciliation, but there's some other matters that I've been advised

are not present there as well, if you don't mind having a look into.

SIMON DRAPER: Yes, I'll pick those up. Some of them, for example, the Warringah Freeway upgrade is there as part of the—it's really kind of an early works package for the Western Harbour Tunnel project, so that's covered in that one.

The Hon. DANIEL MOOKHEY: Arguably.

SIMON DRAPER: But I will go back through that reconciliation, as I said.

The Hon. DANIEL MOOKHEY: Yes. I think we're going to need to go back to 2019, because from what I can tell it looked like it was being updated to that point, but if you could for the last four years—

SIMON DRAPER: Yes. The policy started at the beginning of 2018, I think, so it's investment decisions since that time.

The Hon. DANIEL MOOKHEY: Well, we may as well look into it.

SIMON DRAPER: We'll go back and do that for you.

ANSWER

I am advised:

I refer to the answer to Question on Notice 65.

QoN072

The Hon. SHAYNE MALLARD: Pop-ups.

The Hon. DANIEL MOOKHEY: We're calling them pop-ups, are we? Okay, sure. Pop-up cycleways is the preferred term.

KIERSTEN FISHBURN: Pop-up cycleways.

The Hon. DANIEL MOOKHEY: Yes. How many of them are operating?

KIERSTEN FISHBURN: Mr Secretary, are you happy for me to talk to pop-up cycleways?

ROB SHARP: Yes.

KIERSTEN FISHBURN: At present we have a number of pop-up cycleways, some of which are in the process of being reverted to permanent cycleways—for example, Bridge Street in Glebe. Others, such as Moore Park Road, which is in the control of the City of Sydney, remains a pop-up cycleway while the detailed design work for the Oxford Street cycleway is currently underway. I'll make sure I get you the exact figure of the pop-up cycleways. There are a few that are in play at the moment, so I'll take on notice to get you the exact number. But, at the moment, they're all under review to either become permanent or to either be removed or be moved to a different place, such as Oxford Street.

The Hon. SHAYNE MALLARD: A fantastic initiative.

ANSWER

I am advised:

There are six pop-up cycleways operated by Transport for NSW in Greater Sydney that remain operational.

QoN073

The Hon. DANIEL MOOKHEY: Has the planning permission for any of these pop-up cycleways expired?

KIERSTEN FISHBURN: I'll have to take that on notice. My understanding is no.

There was that issue raised, which is why the work has been done, for example, with Bridge Street to ensure that it will now become permanent, so we didn't breach the planning consent. But I'll make sure I have the full details for you.

ANSWER

I am advised:

No.

QoN074

The Hon. DANIEL MOOKHEY: That was the one I was specifically going to ask you about. Did the planning permissions for the Pyrmont Bridge pop-up cycleway expire and, if so, when? Or was it in danger of expiring?

KIERSTEN FISHBURN: I'll have to take that one on notice so I get you the exact information. My understanding is that it hasn't, but I don't want to give you an inaccurate answer. I'm just flicking through notes to see if I can give it to you this afternoon

ANSWER

I am advised:

The Public Health Order expired in March 2022 and was replaced before its end by a Review of Environment Factors (REF). The REF was prepared in accordance with the *Planning and Assessment Act 1979* and signed off on 28 March 2022 and enables the cycleway to remain in place before permanent improvements are adopted.

QoN075

The Hon. DANIEL MOOKHEY: That's helpful. I guess if you're going to take it on notice, can we also find out, if it's been extended, for how long has it been extended?

ANSWER

I am advised:

I refer to the answer to Question on Notice 74.

QoN076

And, equally, have we applied to turn it into a permanent one or are we in the process of deciding whether we will?

KIERSTEN FISHBURN: Let me take that on notice for you. I don't have a specific note here on Pymont.

ANSWER

I am advised:

After careful consideration, including investigating St Johns Road as an alternative route based on feedback received and the benefits of the cycleway – including improved safety, its growing use and delivery of a more sustainable travel option – the decision has been taken to keep the cycleway on Bridge Road permanently.

QoN077

The Hon. DANIEL MOOKHEY: Do we pay for that or will that be paid for by the City of Sydney?

KIERSTEN FISHBURN: Again, I'll take that on notice.

ANSWER

I am advised:

The Bridge Road Cycleway is on a State Road and Transport for NSW has provided funding for it.

QoN078

The Hon. DANIEL MOOKHEY: Of the 950 million over five years, is it possible on notice that we can get that broken down by year over the next five years? As you rightly point out, it's hard to follow.

KIERSTEN FISHBURN: It is challenging to follow, and it is one of the areas that we want to get better at, to be frank. Active Transport is actually capturing the spend because there is more invested in active transport than is obviously apparent. But, yes, we'll do our best to break that up over five years, noting that some projects, of course, have longer lead times and don't fall in a particular year.

ANSWER

I am advised:

\$950 million has been committed by the NSW Government for walking and cycling infrastructure over a five-year period from 2021-2022. As these projects are in different stages of planning or delivery and may extend across more than one year, it is difficult to provide a breakdown for the spend by year.

QoN079

The Hon. DANIEL MOOKHEY: So, presumably, there are agreements put in place with each council when you're giving grants?

KIERSTEN FISHBURN: Yes, of course. Of course.

The Hon. DANIEL MOOKHEY: So I presume it would be possible, on notice, for you to provide a breakdown of the grants funding that will go out the door from Transport to LGAs this financial year, by LGA?

KIERSTEN FISHBURN: Yes, absolutely. That's all publicly available information.

The Get NSW Active grants are being delivered out in four tranches. We got over 475 grant applications, which is wonderfully telling about how much people are valuing AT at the moment. To ensure that we didn't delay delivering out that money to councils, we have tranced the spend. The first two tranches have been publicly announced, so I can provide that information on notice for you. Tranches three and four will be released prior to the end of this calendar year, and all that information, again, will be publicly available. That provides the LGA—it's broken up by LGA and we also break it up by regional and metropolitan as well

ANSWER

I am advised:

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

QoN080

The Hon. CHRIS RATH: A bit cheeky. On the electric buses, recently there were certain zones that have been part of a franchising model. How many electric buses were in those particular zones before that franchising model came in?

ROB SHARP: It's a good question. I don't think there were many. We specifically were looking to drive the initial uptake of the electric buses. I'd have to take it on notice, unless, Ms Drover, you know specifics? No. It would have been a very, very small number.

ANSWER

I am advised:

This is a matter for the Minister for Transport.