

**TRANSPORT**  
**HEARING DATE: 23 February 2024**  
**SUPPLEMENTARY QUESTIONS**

**Question no: 1**

(1) According to the department in answers to my Supplementary Questions last Budget Estimates, from July 2022 to October 2023, the PTP Transport Commissioner received 21 complaints in relation to assistance animal refusal by a point-to-point transport driver, but only 1 driver was prosecuted and 8 penalty notices were issued. What happened to the other 12?

(a) What guarantee is there that these drivers won't continue to refuse assistance animals?

**Answer:**

I am advised:

(1) The Point to Point Transport Commissioner (the Commissioner) takes the refusal of assistance animals and assistance animals in training seriously. The Commissioner investigates all complaints about a driver refusing to carry an assistance animal or an assistance animal in training, when there is sufficient information provided by the passenger to allow us to identify the driver or vehicle, and the service provider.

From July 2022 to October 2023, of the 21 complaints received by the Commissioner:

- one driver was prosecuted
- an additional penalty infringement notice was issued increasing the total number issued to nine
- nine complaints had insufficient evidence to take further action
- two complaints are still under investigation.

The Commissioner's compliance team of authorised officers conduct a mix of highly visible and plain clothes, covert operations targeting illegal and unsafe driver behaviour, including refusing to carry an assistance animal or an assistance animal in training.

The Commissioner's capability to investigate instances of drivers refusing to carry an assistance animal or an assistance animal in training is being strengthened through a trial of smart CCTV at up to 100 sites across NSW. The smart CCTV data has already assisted with the Commissioner's investigations, and work is continuing to identify how this technology can further support targeted compliance activities.

**Question no: 2**

(2) What is being done in relation to the reported inaccessibility of the procedure for making a formal complaint?

**Answer:**

I am advised:

(2) Anyone who experiences or witnesses a driver refusing to carry an assistance animal is encouraged to submit a complaint to the Commissioner, by calling 131 727 or contacting us via the Point to Point website. People who are refused travel in a taxi can submit a complaint via the Taxi Fare Hotline on 1800 500 410.

**Question no: 3**

(3) Is there any ongoing work in relation to increasing training and support for drivers in relation to their responsibilities and requirements in relation to assistance animals, in addition to the optional fact sheets and podcast currently available for drivers?

**Answer:**

I am advised:

(3) The Commissioner is continuing to work with people with disability, industry and disability groups to educate drivers on their legal obligations and the importance of assistance animals in supporting people with disability. In addition to the Assistance Animal Toolkit provided to industry, the Commissioner has recently begun delivering in-person workshops in regional NSW. These workshops are designed to ensure service providers and drivers understand their safety obligations including the impact of refusing assistance animals.

At the most recent meeting of the Commissioner's Industry Reference Group (a meeting of key industry stakeholders, including Uber, DiDi, 13cabs, NSW Taxi Council), a representative from Guide Dogs NSW/ACT along with a visually impaired person and her guide dog spoke to the group about the impact of assistance animal refusals and to share their experiences.

The Commissioner, as a member of the NSW Disability Reference Group, continues to identify and discuss opportunities to further educate drivers on their obligations.

**Question no: 4**

(4) What is the progress to date on the shortage of Wheelchair Accessible Taxis (WATs) in NSW?

(a) Since the roundtable with disability advocates, what is the government doing to improve the experience of people with disabilities who depend on WATs to get out of their home?

**Answer:**

I am advised:

Transport for NSW recently held a new round of applications for the existing Wheelchair Accessible Taxi (WAT) Loan Scheme. The WAT Loan Scheme is a \$5 million self-funding scheme that enables taxi operators to purchase and modify a vehicle for use as a compliant WAT. Loans of up to \$100,000 are provided interest free over 10 years. Applications for the new round are currently being assessed and advice will be provided in due course.

The WAT roundtables are being conducted to seek feedback on ways to improve the availability of wheelchair accessible services that meet the needs of passengers and are economically viable for service providers and drivers. This includes consideration of innovative approaches in Australia or overseas. Participants include people with disability, representatives from the point-to-point industry, community transport, other local community services, aged sector representatives and government agencies with an interest in wheelchair accessible services.

The first roundtable was held in Sydney late last year. Two further regional roundtables are being held in April 2024 in Wagga Wagga and Ballina.

The NSW Government will consider next steps after the roundtables have been completed and all feedback has been reviewed.

The Point to Point Transport Commissioner is continuing to work with people with disability, industry and disability groups and recently launched a toolkit for providers of wheelchair accessible services.

The toolkit includes resources to help service providers better understand their safety obligations – and is intended to be shared with drivers to support their competency in loading, restraining and unloading passengers travelling in a wheelchair. The toolkit contains fact sheets, driver checklists, quick reference guides and videos.

**Question no: 5**

(5) According to the response to Supplementary Questions in 2023 about the funding of the Taxi Transport Subsidy Scheme (TTSS), the TTSS budget increased by \$1 million from \$42.4 million in 2022-23 to \$43.4 million in 2023-24. However, the line item in the 2023-2024 Budget Statement indicates that funding for the TTSS in 2022-23 was \$24 million, and in 2023-24 is \$40 million. What is the actual total amount spent on the TTSS for the 2022-23 financial year?

(a) What is the actual total amount spent on the TTSS for the 2023-24 financial year?

**Answer:**

I am advised:

(5) The actual amount spent in 2022-23 financial year is \$47.5 million and 2023-Jan 2024 is \$27.4 million.

**Question no: 6**

(6) When Transport for NSW creates visual promotions in relation to transport accessibility, who does TfNSW consult with?

(a) How many of these advertisements include people with disability in them?

(b) Will TfNSW consider representing people with disability in future advertisements?

**Answer:**

I am advised:

(6a) and (6b) Transport complies with the Disability Discrimination Act in all its visual promotions. All websites and intranet sites meet the Web Content Accessibility Guidelines (WCAG 2.1 AA). Transport's graphic designers and brand managers regularly undertake training to ensure compliance is met. Training has been provided by both Vision Australia and <https://www.accessibility.org.au/>

Imagery that appears in Transport campaigns is drawn from a publicly available image library. Transport ensures the image library includes images of people with a disability. Currently 3.5 % of images show people with a disability. Transport undertakes photo shoots to gain new imagery and proactively includes people with a disability in photographic shoots when creating new content. For our last shoot (2003) we:

- sought input from the Transport's Director of Social and Economic Policy focusing on ageing and disability, as well as Transport's internal support network for people with a disability across the cluster. These internal accessibility experts were consulted to ensure proper representation and guidance on shoots.
- Engaged with public transport network operators including Sydney Trains, NSW TrainLink, Sydney Metro, Buses, Ferries, and Active Transport to understand the experiences of people with disabilities in using public transport.
- Engaged Guide Dogs NSW (Access and Technology Advisor) to direct navigation techniques for visually impaired individuals at train stations.

- Consulted the Australian Government's guidelines on inclusive language, incorporating terminology outlined in the People with Disability Style Manual into our titles, search terms, and metadata. <https://www.stylemanual.gov.au/accessible-and-inclusive-content/inclusive-language/people-disability>

Brand & Marketing also engages with key advisory groups such as ATAC for campaign development on specific projects. Transport will include people with visible and non-visible disabilities in future campaign development.

Transport has depicted people with a visible disability in its 'Be Kind' campaign which highlights customer support and customer service from our frontline staff. Transport also ran a campaign promoting its use of the Hidden Disabilities Sunflower program which offers customers a discrete way to identify as having a non-visible disability which may require help from our frontline staff.

The upcoming campaigns for the Sydney Metro opening and the Mariyung opening will include imagery of people with a disabilities. Transport also sponsors Wheelchair Sports NSW/ACT to help promote road safety and wheelchair sports.

#### Question no: 7 to 9

(7) How much money has the Department and its agencies spent on products purchased from Hewlett Packard (inclusive of HP Enterprise businesses, HP end-user businesses, and any other businesses representing the Hewlett Packard brand) (HP):

(a) Please provide this information for each financial year since 2018/19 including 2023/24 to 31 December 2023, divided by agency, and include a short description of the kinds of products purchased for each agency each year, including whether any money has been spent since 7 October 2023.

(8) What policies and procedures does the Department and its agencies use to ensure that procurement is ethical and meets community standards?

(9) If the Department or any of its agencies procure products from Hewlett Packard (meaning any business representing the Hewlett Packard brand), what probity checks have been done to investigate whether HP is involved in the 'plausible genocide' taking place in Gaza?

#### Answer:

I am advised:

(7) to (9) Department of Customer Service (DCS) undertook an open-market procurement process in accordance with NSW Government procurement manual in establishing the All-of-Government panel for End User Devices and Services.

The due diligence checks include compliance to applicable NSW Government policies such as:

- Supplier Code of Conduct - <https://www.info.buy.nsw.gov.au/policy-library/policies/supplier-code-of-conduct>
- NSW Government Procurement Policy, <https://www.info.buy.nsw.gov.au/policy-library/policies/procurement-policy-framework>
- NSW Government Small and Medium Enterprise and Regional Procurement Policy - <https://www.info.buy.nsw.gov.au/policy-library/policies/sme-and-regional-procurement-policy>
- NSW Aboriginal Procurement Policy- <https://www.info.buy.nsw.gov.au/policy-library/policies/aboriginal-procurement-policy> and

- Applicable legislation and standards such as NSW Work Health and Safety Regulation 2017, NSW Workplace Injury Management and Workers Compensation Act 1998, and Modern Slavery Act 2018 NSW.

**Question no: 10**

(10) How many contractors currently work within the Ministry of Health?

**Answer:**

I am advised:

(10) This is a matter for the Minister for Health.

**Question no: 11**

(11) How many contractors have been on contracts longer than  
(a) 3 months  
(b) 6 months  
(c) 12 months  
(d) 18 months  
(e) 24 months  
(f) 36 months

**Answer:**

I am advised:

(11) (a) 124  
(b) 265  
(c) 198  
(d) 220  
(e) 101  
(f) 31.

Data relates to labour hire across the whole Transport Cluster.

**Question no: 12**

(12) What is the longest period of continuous employment for a contractor employed by the Department or its agencies?

**Answer:**

I am advised:

(12) 8.9 years.

**Question no: 13**

(13) In regard to mobile phone charging stations across the rail network, can the Minister please advise:  
(a) What train stations currently have charging stations?  
(b) How many train stations are expected to have charging stations by the end of 2024?  
i. What are these stations?

**Answer:**

I am advised:

(13)(a) Mobile phone charging stations at Liverpool and Campbelltown Stations were installed in December 2023. Manufacturing of the Power Spots are underway for Hurstville,

Lidcombe, Bondi Junction and Town Hall to be installed by May 2024.

(b) The remaining stations within the election commitment are expected to be completed by mid-2024. These stations include:

- Bankstown
- Blacktown
- Central
- Chatswood
- Epping
- Parramatta
- Penrith
- Strathfield
- Wynyard Station.

**Question no: 14**

(14) Can the Minister please provide an update on the review of the train timetable?

**Answer:**

I am advised:

(14) The NSW Government has committed to reviewing rail timetables across both the Sydney metropolitan network and the wider rail network on which NSW TrainLink operates.

Timetable reviews are considering service reliability, patronage, capacity, frequency of service, coordination with other modes of public transport and delivery of NSW Government election commitments.

Any changes to the rail timetable will be delivered in stages over a number of years, aligned to the implementation of fleet and infrastructure improvements – including the opening of future Sydney Metro stages.

**Question no: 15**

(15) Can the Minister please provide an update on the delivery of the Gosford Waterfront and Central Coast Stadium Concept Plan?

**Answer:**

I am advised:

(15) This is a matter for Minister for Planning and Public Spaces.

**Question no: 16**

(16) Can the Minister please provide an update on the delivery of rapid buses to Western Sydney Airport?

**Answer:**

I am advised:

(16) The 2023-24 NSW Budget has allocated \$302.7 million for the Western Sydney Rapid Bus project.

Transport for NSW is progressing all delivery readiness activities for the Western Sydney Rapid Bus Project.

Engagement with the community on Stage 1 will commence shortly.

**Question no: 17**

(17) Can the Minister please advise why the cancellation of the Warragamba Dam wall raising is listed as belonging to the Transport for NSW cluster in the Parliamentary Budget Office's policy costing from the 2023 election campaign?

**Answer:**

I am advised:

(17) Under previous governance arrangements, Infrastructure NSW was an Executive agency within the then Transport and Infrastructure cluster.

**Question no: 18**

(18) Can the Minister please provide an update on the Government's progress on returning and improving bus services to Coogee?

**Answer:**

I am advised:

(18) The NSW Government has established a Bus Industry Taskforce (the Taskforce) to make recommendations to improve the reliability, quality and effectiveness of bus services across NSW.

The Taskforce's second report outlines a plan to fix the deterioration of bus services across the state. In response to the Taskforce's recommendations, Transport for NSW is developing a proposal for a State-wide Medium Term Bus Plan, short-term improvements to local services to catch up to population growth and to support the supply of housing. This includes considering opportunities to adjust bus services in the Coogee area.

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

**Question no: 19**

(19) Can the Minister please provide an update on the restructuring of TAHE?

**Answer:**

I am advised:

(19) The restructuring of TAHE is progressing to meet the steps set out by the NSW Treasurer in a media release on 9 September 2023.

The Transport Administration Amendment (TAHE) Bill 2023 was assented on 12 December 2023.

**Question no: 20**

(20) Can the Minister please provide an update on the reopening and restoring of services to the Elliott Street Wharf in Balmain?

**Answer:**

I am advised:

(20) To return regular route services to the wharf, Transport for NSW will need to make necessary upgrades to wharf infrastructure, install Opal, CCTV as well as upgrade safety and passenger information systems.

Transport for NSW is currently working with Transdev Sydney Ferries on service plan options to incorporate Elliott Street Wharf into the ferry network using existing vessels.

**Question no: 21**

(21) What is the total cost of the Sydney Ferry Fleet Review for Transport for NSW?

**Answer:**

I am advised:

(21) The cost of the Ferry Fleet Review was met from within existing agency resources.

**Question no: 22 and 23**

(22) In relation to the manufacturing of trains, buses and ferries, when does the NSW Government plan to increase the local content tender weighting to 30 per cent?

(23) Can the Minister please provide an update on the development of a Transport Plan that includes:

- (a) Support and creation of jobs and capabilities in the industry?
- (b) All public transport rolling stock to be made in Australia?
- (c) Targeted support for New South Wales industry which emphasises the skill development of the workforce and promotes collective capability across the industry?

**Answer:**

I am advised:

(22) and (23) Transport for NSW will continue to work with potential proponents, local industry, and other government agencies, to identify gaps in local manufacturing and provide opportunity to develop local industries.

**Question no: 24**

(24) In relation to train signallers:

- (a) How long is the training process for trainee signallers?
- (b) What is the plan to fill vacant signaller establishment positions?

**Answer:**

I am advised:

(24)(a) A minimum of eight months which involves a combination of blended learning including classroom, simulator and on the job experience.  
(b) A recruitment campaign is ongoing. In 2024, 60 new Signaller trainees are expected to be recruited.

**Question no: 25**

(25) In relation to each vessel listed below, how many trips have completed the journey since 7 November 2023:

- (a) Trips that began at Manly and finished at Circular Quay?
- (b) Trips that began at Circular Quay and finished at Manly?
- (c) Balmoral Emerald-class Generation 2 ferry?
- (d) Clontarf Emerald-class Generation 2 ferry?
- (e) Fairlight Emerald-class Generation 2 ferry?
- (f) Catherine Hamlin Emerald-class Generation 1 ferry?
- (g) Fred Hollows Emerald-class Generation 1 ferry?
- (h) Victor Chang Emerald-class Generation 1 ferry?
- (i) Pemulwuy Emerald-class Generation 1 ferry?
- (j) Bungaree Emerald-class Generation 1 ferry?
- (k) May Gibbs Emerald-class Generation 1 ferry?

**Answer:**

I am advised:

(25) The number of trips completed between Manly and Circular Quay between 7 November 2023 to 23 February 2024 are as follows:

- i. For the Balmoral Emerald-class Generation 2 ferry
  - a. 624 between Manly and Circular Quay
  - b. 624 between Circular Quay and Manly
- ii. For the Clontarf Emerald-class Generation 2 ferry
  - a. 1,447 between Manly and Circular Quay
  - b. 1,448 between Circular Quay and Manly
- iii. For the Fairlight Emerald-class Generation 2 ferry
  - a. 1,660 between Manly and Circular Quay
  - b. 1,673 between Circular Quay and Manly
- iv. For the Catherine Hamlin Emerald-class Generation 1 ferry
  - a. 1,152 between Manly and Circular Quay
  - b. 1,157 between Circular Quay and Manly
- v. For the Fred Hollows Emerald-class Generation 1 ferry
  - a. 17 between Manly and Circular Quay
  - b. 17 between Circular Quay and Manly
- vi. For the Victor Chang Emerald-class Generation 1 ferry
  - a. 126 between Manly and Circular Quay
  - b. 126 between Circular Quay and Manly
- vii. For the Pemulwuy Emerald-class Generation 1 ferry
  - a. 57 between Manly and Circular Quay
  - b. 57 between Circular Quay and Manly
- viii. For the Bungaree Emerald-class Generation 1 ferry
  - a. 150 between Manly and Circular Quay
  - b. 152 between Circular Quay and Manly
- ix. For the May Gibbs Emerald-class Generation 1 ferry
  - a. 168 between Manly and Circular Quay
  - b. 168 between Circular Quay and Manly.

**Question no: 26**

(26) What is the status of repairs to the Narrabeen ferry?

**Answer:**

I am advised:

(26) The MV Narrabeen is inoperable and berthed at Cockatoo Island. The Narrabeen's survey expired in November 2022.

An engine rebuild and an out-of-water docking is required to return the vessel to service. This would extend the service life of the MV Narrabeen until November 2027.

Transport for NSW is in the planning stages for undertaking a docking in June 2024 and for the return of the vessel to service.

**Question no: 27**

(27) What distance has been travelled by the Queenscliff ferry since re-entering service?

**Answer:**

I am advised:

(27) The distance travelled by the Queenscliff since re-entering service on 27 November 2023 is 8,679 kilometres.

**Question no: 28**

(28) Can the Minister please advise of the number of repairs that have been carried out on each of the following vessels since 14 June 2023 that have required that vessel be withdrawn from service:

(a) Balmoral Emerald-class Generation 2 ferry?

i. At what date and time did these incidents occur?

ii. On each of these occasions, what was determined to be the cause of the issue?

(b) Clontarf Emerald-class Generation 2 ferry?

i. At what date and time did these incidents occur?

ii. On each of these occasions, what was determined to be the cause of the issue?

(c) Fairlight Emerald-class Generation 2 ferry?

i. At what date and time did these incidents occur?

ii. On each of these occasions, what was determined to be the cause of the issue?

**Answer:**

I am advised:

(28) Repairs have been carried out on a number of vessels since 14 June 2023 to ensure safe and reliable services are provided for passengers who use the Sydney ferry network.

**Question no: 29**

(29) Can the Minister please provide an update on the progress of Sydney Trains' largescale maintenance program which began on 3 June 2023, including:

(a) The number of high priority defects repaired?

(b) The number of repairs, upgrades, and refurbishments?

(c) The average number of worksites every weekend?

(d) The kms of rail repair, such as grinding, and electrical inspections?

(e) Whether the program is on track to deliver all the maintenance works identified by the end of its one-year timeframe?

**Answer:**

I am advised:

(29) As at 23 February 2024:

(a) 1,836 high-priority track defects have been repaired.

(b) More than 4,095 repairs, upgrades and refurbishments have been completed.

(c) There have been on average 138.9 worksites per weekend, since 3 June 2023.

(d) More than 334.6 kilometres of Rail Repair Plan work has been completed.

(e) The Rail Repair Plan is on track to deliver all the maintenance works identified by 30 June 2024, with the exception of:

- Axle counters for North Strathfield and Coalcliff Tunnel, due to the complexity of design and delivery, this was planned to be delivered in Financial Year 2025 and is on track to be completed within the planned timeframe.

- Track Circuit upgrades, due to supply issues, will be delivered in Financial Year 2025
- Measurement and Inspection Digital Twin is an ongoing technology program, trials have been completed across eight inspection use cases to verify suitability for rollout.

**Question no: 30**

(30) Can the Minister please provide further details about the over 20 active programs designed to increase punctuality across the Sydney Trains fleet by improving maintenance effectiveness, system design and expedited operational response?

**Answer:**

I am advised:

(30) There are more than 20 active programs designed to increase punctuality across the Sydney Trains fleet.

All rail fleets have a reliability growth plan developed to assess performance trends and implement improvements. There are also various programs and upgrades in place to improve safety. Programs by fleet type include:

**Tangara:**

- Tangara chopper and static inverter upgrade program replacement of end-of-life components
- Update overhaul scope of Tangara braking system with improved solenoids and new control boards
- Tangara compressor dryer upgrade
- Replacement and upgrade of Tangara door components
- Upgrade of Tangara air conditioner system
- Develop mitigations to address the risk of buffer riding on Tangara
- Tangara guard's duplicate door control.

**OSCar:**

- Maintenance programs on OSCar passenger and toilet doors
- A program to investigate and address OSCar master controller faults
- Upgrades to OSCar Automatic Train Protection Systems.

**XPT:**

- Programs to investigate and address XPT traction motor ground relay faults
- A program to overhaul XPT engines
- A program to investigate and improve XPT engine governor reliability issues
- Additional data logging hardware utilised on XPT to improve fault finding and repair
- XPT engine monitoring telemetry system upgrade to 4G
- A program to overhaul XPT brake system components.

**Endeavour/ Xplorer:**

- A program to baseline passenger doors on Endeavour and Xplorer fleets
- Updates to Endeavour and Xplorer air conditioner overhaul scopes
- A program to overhaul brake control systems in-house.

**K and V sets:**

- A program to extend the life of motor alternators on K and V sets
- A program to improve performance of K and V set passenger doors
- Programs to mitigate the risks of vandalism such as kicking out windows and accessing crew cabs on K and V sets.

**A-sets**

- Climate Control Drain cup modification
- Communication & Surveillance System improvements
- eTIS CPG Patch
- High Risk Traction Speed Sensor Replacement
- Form Fit Relay Replacement

- Door proactive maintenance.

#### **B-sets**

- Climate Control Drain cup modification
- eTIS New Software.

#### **Millennium**

- Communication and Surveillance System Refresh Programme
- DCU Overhaul Programme
- Permanent 8-car running.

#### **Question no: 31**

(31) Can the Minister please provide further details about the 15 infrastructure reliability initiatives across signalling, electrical, track and condition monitoring infrastructure being implemented across the Sydney Trains Network to improve reliability and performance?

#### **Answer:**

I am advised:

As part of the Rail Repair Plan, 15 infrastructure reliability initiatives will be rolled out across the Sydney Trains network to improve reliability and performance.

#### **Critical Asset Renewal – Signalling**

Signalling asset failures are responsible for the highest number of incidents and customer delays. The program focuses on accelerating replacement of critical ageing and poor performing signalling assets in key corridors.

- 1. CBD track circuit upgrade** – Replace 100 unreliable and obsolete track circuits in the CBD.
- 2. Trainstop refurbishment CBD & Inner West** – Replace 1,100 trainstop rams in the CBD and Inner West to improve reliability.
- 3. Air line upgrade CBD & Inner West** – Refurbish 25km of ageing air line assets on Inner West and CBD corridors.
- 4. Axle counters North Strathfield T9** - Decommission existing traditional signal track circuits and install with more reliable axle counter technology over next 18 months.

#### **Critical Asset Renewal – Electrical**

While electrical related incidents are relatively infrequent, the customer impacts of electrical failures are often significant. This program focuses on accelerating replacement of critical ageing and poor performing electrical assets in critical locations.

- 5. CBD electrical upgrade** – Upgrade CBD Overhead Wiring Splice, Thin Wire and Dropper assets.
- 6. Spark gap upgrade** – Upgrade 900 spark gap units in priority locations from Mark 1 Spark Gaps to Mark 3.
- 7. Critical cable upgrade** – Replace failing obsolete high voltage cable in Inner West.

#### **Reliability Uplift – Track**

Track related incidents are the second highest form of failure, leading to Temporary Speed Restrictions and asset failures that significantly impact reliability and customer experience. Grinding, tamping and flood mitigation works uplift the track condition to improve reliability, decrease the need for further track access for repairs and improve ride conditions for rolling stock and passengers.

- 8. Accelerated grinding and tamping scope** – Accelerated delivery of 393 kilometres of grinding and tamping scopes includes reprofiling, grinding and tamping to reduce noise, improve passenger comfort and remove and prevent defects.
- 9. City underground track works** – Increase rerailing in priority locations to improve rail condition.

**10. Track flooding works** – Slab and drainage works in priority locations targeted at Illawarra dives, Marrickville, Sydney Yard.

**Condition Monitoring**

Installation of condition monitoring equipment supports reliability of the network by identifying failure modes early, supporting improved planning and maintenance of the network.

**11. Points condition monitoring** – Installation of points condition monitoring devices in metropolitan network, 600 end points.

**12. Measurement and inspection digital twin** – Accelerate use cases to assist in the automation of eight inspection types using Light Detection and Radar technology

**13. Electrical overhead wire inspection** – Implementation electrical overhead wire maintenance regime using Mechanised Track Patrol Vehicle within 18 months

**14. Air line condition monitoring** – Installation of air line pressure monitoring equipment during air line upgrade from CBD to Inner West

**15. Mechanised Track Patrol Vehicle review** – Reliability team to review Mechanised Track Patrol Vehicle for reliability scope improvement.

**Question no: 32**

(32) Can the Minister advise whether the findings from the Opal+ trial will be made public?  
(a) If so, when?  
(b) If not, why not?

**Answer:**

I am advised:

(32) Transport for NSW is utilising the findings of the trial to inform improvements for trip planning and the Opal Next Generation Ticketing Program.

**Question no: 33**

(33) Can the Minister please advise of the NSW Government's position on re-nationalising bus services in NSW?

**Answer:**

I am advised:

(33) The NSW Government has established a Bus Industry Taskforce (the Taskforce) to make recommendations to improve the reliability, quality and effectiveness of bus services across NSW. This information is publicly available on the Transport for NSW website.

**Question no: 34**

(34) Can the Minister please advise what is the timeline for the Future Fleet program?

**Answer:**

I am advised:

(34) Project development for the Future Fleet Program is underway, with a business case being prepared.

**Question no: 35**

(35) Can the Minister provide an update on the High-Speed Rail Authority's planning and development of a high-speed rail network along Australia's eastern seaboard, including:  
(a) work to secure corridors?

(b) early works for a Sydney to Newcastle section of this network?

**Answer:**

I am advised:

(35) The Australian Government's High Speed Rail Authority is tasked with the planning and development of a high-speed rail network along Australia's eastern seaboard.

Questions about high speed rail including project and status should be directed to the High Speed Rail Authority.

**Question no: 36**

(36) Can the Minister please advise of the NSW Government's plan for allowing and encouraging the use of micromobility devices?

**Answer:**

I am advised:

(36) There are a number of activities currently being carried out in relation to the identification, review and amendment of regulations which disincentivise walking, cycling and micromobility, including the review of the Road User Space Allocation Policy, review of the Temporary Delegation and reform of Local Traffic Committees as well as the E-scooter shared scheme trials.

**Question no: 37**

(37) Can the Minister please provide an update on the e-scooter shared scheme trials?

**Answer:**

I am advised:

(37) There are now six e-scooter shared scheme trials underway in NSW at Lake Macquarie, Armidale, Wollongong, Forster-Tuncurry, Albury, and Kogarah. More than 200,000 shared e-scooter trips in total have been recorded since the first trial began in December 2022.

More information about these trials can be found on the Transport for NSW website.

**Question no: 38**

(38) Can the Minister please provide an update on Transport for NSW's investigation into Neighbourhood Deals?

**Answer:**

I am advised:

(38) Transport for NSW is investigating how Neighbourhood Deals can bring together local community, businesses, and councils to work together to improve a place, such as filling in missing cycleway links, removing barriers for walking routes, or improving shading along key active transport corridors.

**Question no: 39**

(39) Can the Minister please advise what active transport projects are currently:

(a) undergoing accelerated delivery?

(b) being assessed for viability of accelerated delivery?

**Answer:**

I am advised:

(39) (a) The Parramatta to Sydney Foreshore Link is currently undergoing development. There are nine projects proposed for early delivery subject to on-going discussions with Parramatta, Canada Bay and Inner West Councils and Greater Western Parklands.

(b) Five connections within each of the strategic networks for the Eastern Harbour City, Central River City and Western Parkland City have been identified as having sections along their length for investigation to determine their viability for accelerated delivery:

**Eastern Harbour City**

- Alexandra Canal connection
- North Sydney connections
- Newtown and Green Square connection
- Lilyfield connection
- St Leonards and Artarmon connection

**Western Parkland City**

- Penrith and Kingswood connection
- Kingswood and St Marys connection
- Liverpool and Moorebank connection
- Liverpool and Casula connection
- Campbelltown and Macarthur connection

**Central River City**

- Macquarie Park connections
- Bankstown and Campsie connection
- Parramatta and Westmead connection
- Blacktown CBD connections
- Wentworth Point and Sydney Olympic Park connection

**Question no: 40**

(40) Can the Minister please describe the consultation and design processes involved in creating the Transport for NSW's Signposting Country Technical Manual's guidance on developing signs to acknowledge Country?

**Answer:**

I am advised:

(40) As an initiative under the Transport for NSW Reconciliation Action Plan 2019-2021, Transport for NSW's Signposting Country Technical Manual provides the requirements and recommendations on how and where to consistently locate signs to effectively and respectfully promote Aboriginal language and culture on the NSW State Road network.

The Technical Manual was developed to support the installation of signs to acknowledge Country in two locations (Central Coast on Darkinjung Country and the North Coast on Yaegl Country) following requests from and engagement with the Darkinjung Local Aboriginal Land Council and the Yaegl Traditional Owners Aboriginal Corporation.

As per the Technical Manual, consultation with appropriate stakeholders must be undertaken before the design, manufacture and installation of signs. Extensive and positive consultation was undertaken with the Darkinjung Local Aboriginal Land Council and the Yaegl Traditional Owners Aboriginal Corporation who expressed gratitude, participated with care and provided artwork for inclusion.

Other communities are expressing interest in undertaking the initiative in their areas and Transport for NSW is carefully considering opportunities where major infrastructure projects are being planned and delivered.

**Question no: 41**

(41) Can the Minister please advise during what month in 2024 the strategic cycleway corridor network maps are expected to be released for:

- (a) Illawarra-Shoalhaven?
- (b) Central Coast?
- (c) Lower Hunter-Greater Newcastle?

**Answer:**

I am advised:

(41) The strategic cycleway corridor maps for the three Outer Metropolitan cities are currently being finalised and the release date is yet to be determined.

**Question no: 42**

(42) Can the Minister please provide an update on the Regional and Outer Metropolitan Cycling and Micromobility Plan?

**Answer:**

I am advised:

(42) The Regional and Outer Metropolitan Cycling and Micromobility Plan is currently being finalised and the release date is yet to be determined.

**Question no: 43**

(43) Can the Minister please advise of the progress of Transport for NSW updating its Disability Inclusion Action Plan?

**Answer:**

I am advised:

(43) Transport for NSW's new Disability Inclusion Action Plan is being finalised with an expected release in 2024.

The new plan is being designed to deliver passenger outcomes in line with Government strategic priorities and outcomes from disability stakeholder consultations. Findings from the Bus Industry Taskforce review, Disability Royal Commission and the National Disability Insurance Scheme Review are also being considered.

**Question no: 44**

(44) Can the Minister please advise how Transport for NSW is contributing to the actions in the Ageing in NSW associated Action Plan 2023-24, specifically:

- (a) Delivering safe, inclusive and accessible integrated transport infrastructure across NSW?
- (b) Shaping accessible environments that foster safe walking and cycling?
- (c) Providing subsidised transport schemes for eligible older people?
- (d) Providing comfortable, reliable and efficient journeys through accessible fleets?
- (e) Monitoring and enhancing road safety and mobility for older road users?
- (f) Monitoring and enhancing boating safety and mobility for older waterway users?

**Answer:**

I am advised:

(44) Transport for NSW is committed to providing opportunities for older persons as well as addressing the challenges of our ageing population under the Ageing Well in NSW: Seniors Strategy and the associated Action Plan 2023-2024.

(a) Transport for NSW is continuing to deliver safe, inclusive and accessible transport infrastructure across NSW through a number of different programs.

NSW has reaffirmed its commitment to providing Disability Standards for Accessible Public Transport accessible public transport infrastructure by announcing the Safe Accessible Transport program on 12 February 2024. Information about the Safe Accessible Transport program is publicly available on the Transport for NSW website.

The B-Pole Rollout Program (Bus Stop Signage) to upgrade the B-poles has brought more than 16,000 of the over 59,000 bus stops into compliance. The Program also works with road owners and bus operators to ensure that hardstand upgrades are upgraded at the same time where possible.

The Country Passenger Transport Infrastructure Grant Scheme provides subsidies to support the construction or upgrade of a bus stop infrastructure generally owned and maintained by local councils across regional NSW. This subsidy represents Transport for NSW's financial contribution towards improving the accessibility and quality of kerbside passenger transport infrastructure. The 2023-24 round had a budget of \$1.6 million and was fully subscribed. A total of 29 applications were approved with 89 upgrades, 59 new shelters, and 1 special infrastructure project across 27 LGAs.

(b) The Active Transport Strategy highlights the need to provide access for people of all ages and abilities to walk and ride. This includes the design and delivery of safe, fit-for-purpose infrastructure that improves the actual and perceived safety and security for people using these modes.

To guide the design and development of walking spaces on streets, Transport for NSW has prepared the Walking Space Guide. Delivering appropriate walking space enables comfortable walking flow, supports healthier lifestyles, promotes social interaction, provides a sense of safety, improves accessibility for people with limited mobility and enhances the liveability of our places.

Transport for NSW's Cycleway Design Toolbox provides design guidance for projects on cycling and micro-mobility options, including consideration of comfort and safety for all users of the network (i.e children, families, older people, and people with disabilities) as well as the benefits of separation for more sensitive user groups, such as pedestrians, including children and the elderly and frail.

Transport for NSW helps shape accessible environments for walking and bike riding by supporting and funding the planning and delivery of safe, low speed local walking and cycling connections through the Get NSW Active program. The Get NSW Active program is an annual program that is available to all councils in NSW which indicates the need for Councils to develop and deliver active transport infrastructure that are consistent with the guidance set out in the Walking Space Guide and Cycleway Design Toolbox.

(c) Transport continues to provide travel subsidies for eligible seniors and pensioners travelling on the NSW public transport network.

- As of March 2024, there were over 786,000 seniors accessing a Gold Opal card.

- The travel benefits that eligible seniors and pensioners can access include:
  - \$2.50 all day travel throughout the Opal Network
  - Regional Excursion Daily tickets for \$2.50 all day travel on (non-Opal) regional regular route local bus services
  - Country Pensioner Excursion tickets for \$2.50 travel on NSW TrainLink rail and coach services within NSW
  - Half fare travel on interstate NSW TrainLink rail and coach services.

(d) Transport for NSW has continued to invest in the upgrading and purchasing of new accessible fleet across several modes throughout NSW.

### **Trains**

New trains to replace older trains for regional and intercity services have been designed with our customers in order to be as accessible and inclusive for everyone

### **Buses**

Most contracted bus operators providing regular passenger services in Greater Sydney, outer metropolitan and rural and regional areas use wheelchair accessible buses, except for dedicated school bus services which are exempt from the Act. Across the fleet, accessible buses are present in:

- 98.9 per cent of the Greater Sydney fleet
- 99.6 per cent of the outer metropolitan fleet
- 99.9 per cent of the rural and regional fleet.

Over time, with an increased number of zero emissions buses being introduced, this figure will rise to 100 per cent.

### **Light Rail**

For the light rail fleet, 100 per cent of vehicles operating on both the CBD/South-East and Inner West lines are accessible. The step to the existing Urbos 3 and Citadis light rail vehicles on the Inner West line is greater than the Disability Standards for Accessible Public Transport permits at most stops, however, to ensure compliance with these vehicles, a ramp is deployed by the driver to assist passengers with boarding and alighting the vehicles if required.

Four new light rail vehicles were put into service in December 2023 on the Inner West line.

### **Sydney Metro**

Customers are at the centre of Sydney Metro's stations, which are fully accessible. Passengers in wheelchairs or walking frames, and those with prams or strollers, are able to access every metro station via lifts. Additionally, all metro platforms have level access for trains, meaning there is no 'step' when boarding a carriage. This includes the upgraded stations on the T3 Bankstown Line with curved platforms. Mechanical gap fillers will be installed at these locations to automatically fill the gap between the train and the platform, before the platform screen doors open. All ten stations from Sydenham to Bankstown on the T3 Bankstown Line are now fully accessible via lifts.

(e) The NSW 2026 Road Safety Action Plan includes an action to develop an integrated online road safety education resource for older road users details are publicly available on the Transport for NSW. In January 2024, the "On the Road 65+" resource suite was rebranded as "The Road Ahead". This is publicly available on the Transport for NSW website.

In March 2022 Transport for NSW and the University of Wollongong released the 'Driving and staying independent: A decision aid for older drivers' to help empower older adults to make informed decisions about whether to continue, modify or retire from driving.

Transport for NSW has also funded community projects to improve road safety for older road users through the Community Road Safety Grants program. The program provides community groups and charity/not-for-profit organisations across NSW with the opportunity to deliver locally run projects to increase road safety and support safer road use. The full list of grants is publicly available on the Transport for NSW website.

(f) The cohort of older boaters is growing, which has been specifically identified in the NSW Maritime Safety Plan 2026. The Plan includes opportunities to better engage with this age group through tailored education and engagement resources.

Transport for NSW runs a Priority Issues Advertising Campaign which focuses on five priority safety issues (led by the incident data of the previous ten years), including older boaters (65+), lifejackets, judgement, weather and cold water. Campaign messaging largely focuses on safety issues, including boating with another person, knowing your limits, and letting someone know where you're going and when you plan to return. Assets in the campaign that speak directly to the segment of 'older boaters' receive extra focus in January, February and April, reflecting incident data. Transport for NSW also posts organic social posts focusing on older boater safety throughout the year.

Transport for NSW additionally promotes boating safety messages to older boaters through providing targeted collateral and information in its sponsorship of the Sydney International Boat Show and SailFest, and partnerships with Sydney Harbour Kayaks, Marine Rescue NSW, Boating Industry Association and television programs including Fishing Australia and Escape with ET.

The NSW Boating Now program provides grant funding to improve maritime infrastructure and facilities across NSW, which allows for safer access to the water for all people including older boaters and those with disabilities. Funded projects have included upgrades to boat access infrastructure such as ramps, jetties and floating pontoons, and other facilities that improve access to waterways such as sewage pump-outs, boat trailer parking and lighting. The program is open to councils, community groups, other government agencies and the private sector.

**Question no: 45**

(45) In relation to signalised intersections, can the Minister please advise:  
(a) How many signalised intersection upgrades have been implemented since December 2023 to include missing crossings for pedestrians and bike riders?  
(b) How many intersection upgrades for pedestrians and cyclists are currently in the pipeline?  
(c) What is the timeline for these upgrades?

**Answer:**

I am advised:

(45) (a) There have been approximately 10 signalised intersections that have been upgraded to provide missing (or new) crossings for pedestrians and cyclists since December 2023.  
(b) There are approximately 400 signalised intersections which have some form of pedestrian or cyclist upgrade in the pipeline, across different programs and initiatives.

(c) These initiatives have a different funding stream and some of these works are incorporated into major projects. There is not have a timeline for the delivery for each intersection.

**Question no: 46**

(46) Can the Minister please provide an update on the development of a campaign to raise awareness and change attitudes on the issue of street harassment of women and girls in public spaces, due to be in market in Q1 2024?

**Answer:**

I am advised:

(46) The campaign is in development. A photo shoot was held recently, and advertising creative being produced, with an estimated live date of May 2024. This timeline has ensured significant consultation on the messaging and creative with key agencies including NSW Police, Department of Communities and Justice, Multicultural NSW and others. Channels will include out of home, digital and social media.

**Question no: 47**

(47) Can the Minister please provide an update on Transport for NSW's research and stakeholder consultation regarding travel patterns to and from school, and whether the findings from this research will be made public?

**Answer:**

I am advised:

(47) Transport for NSW continues to research and consult with experts and stakeholders to understand travel patterns and factors which influence how parents/carers and children travel to/from school. This includes surveys, workshops and focus groups with parents/carers, experts, and stakeholders.

Most recently, people across NSW were given a chance to contribute to this research through a Have Your Say which ran online on [nsw.gov.au/have-your-say](https://nsw.gov.au/have-your-say) between December 2023 and February 2024. Transport for NSW received more than 3,000 contributions through the Have Your Say. Transport for NSW is currently reviewing the research and consultation outcomes.

**Question no: 48**

(48) Can the Minister please outline the current media and community engagement strategies currently being used by Transport for NSW to target customer behaviour?

**Answer:**

I am advised:

(48) Transport for NSW uses a range of initiatives which target customer behaviour such as advertising, media, community engagement, stakeholder communications and engagement, and partnerships.

Transport for NSW also regularly carries out research to better understand customer behaviour.

**Question no: 49**

(49) Can the Minister please advise, as at February 2024, how many subscribers are there to the Active Transport Community of Practice?  
(a) By what percentage has this increased in the last 12 months?

**Answer:**

I am advised:

(49) As at 29 February 2024, there are 798 members of the Active Transport Community of Practice.  
(a) Since May 2023 (when recording of subscription date data commenced), membership has increased by 30%.

**Question no: 50**

(50) Can the Minister advise how the Department of Transport plans to delegate more decisions to councils and Local Aboriginal Land Councils to allow for local decisions in local street environments?

**Answer:**

I am advised:

(50) Transport for NSW has issued a temporary delegation of its powers under the Roads Act 1993 to give councils an alternative approval pathway for specified low-risk works to make streets more liveable, and support walking and cycling. Information is available on the Transport for NSW website.

Transport works closely with Local Aboriginal Land Councils across NSW. Generally, the roads within a Land Council's parcel of land are classified as private, however some may be classified as local roads which would be the responsibility of local government. Transport does not have a decision-making role for private roads.

Transport does, however, hold monthly meetings with the Coalition of Aboriginal Peak Organisations of which NSW Aboriginal Land Council (NSWALC) is a co-chair to discuss and collaborate on focused areas to contribute to the National Agreement on Closing the Gap and will discuss their interests.

**Question no: 51**

(51) Can the Minister please advise an update on the development of the Guide to Traffic Generating Developments?

**Answer:**

I am advised:

(51) Transport for NSW has been developing the draft Guide to Transport Impact Assessment, as an update to the current 2002 Guide to Traffic Generating Developments. The draft Guide to Transport Impact Assessment is planned to be released for industry consultation during 2024.

**Question no: 52**

(52) Can the Minister please advise of the timeline for a review of the Australian Road Rules to ensure NSW regulation supports safe and connected active transport?

**Answer:**

I am advised:

(52) This is a matter for the Minister for Roads.

**Question no: 53**

(53) Can the Minister please provide an update on the review of the Road User Space Allocation Policy?

**Answer:**

I am advised:

(53) The Road User Space Allocation Policy review has been completed and is publicly available on the Transport for NSW website.

<https://www.transport.nsw.gov.au/projects/programs/implementation-review-of-road-userspace-allocation-policy>

**Question no: 54**

(54) Can the Minister please provide an update on the review of the Temporary Delegation?

**Answer:**

I am advised:

(54) An updated Temporary Delegation has now been issued by Transport for NSW. Information about temporary delegations is publicly available on the Transport for NSW website.

**Question no: 55**

(55) Can the Minister please provide an update on the reform of Local Traffic Committees?

**Answer:**

I am advised:

(55) Information about Local Traffic Committees is publicly available on the Transport for NSW website.

**Question no: 56**

(56) Can the Minister please advise how many practicing professionals are registered on the Transport for NSW's Register of Road Safety?

**Answer:**

I am advised:

(56) This is a matter for the Minister for Roads.

**Question no: 57**

(57) Can the Minister please advise when the NSW Centre for Road Safety Guidelines for Road Safety Audit Practices were last reviewed and updated?

**Answer:**

I am advised:

(57) This is a matter for the Minister for Roads.

**Question no: 58**

(58) Can the Minister please provide an update on Transport for NSW's investigation into alternative funding, financing, and delivery models for active transport projects?

**Answer:**

I am advised:

(58) Active transport projects are currently delivered through State-delivered projects, State-administered grants, and active transport as a component of State major infrastructure projects.

Transport for NSW is considering investment strategies, cross government collaboration and the best structure to support active transport outcomes.

**Question no: 59**

(59) In relation to the More Accessible, Safe and Secure Train Stations program, can the Minister

please provide an update on:

(a) What stations have been identified as priorities under this program?

(b) What is for forecast capital expenditure for each station upgrade?

(c) When is the delivery contract for the project expected to be awarded?

**Answer:**

I am advised:

(59) (a) & (b) This information is publicly available on the Transport for NSW website.

(c) Contracts for delivery of these projects will be progressively awarded. The contracts for Queanbeyan and Griffith are expected to be awarded in the coming months, with construction forecasted to commence later this year. The contract for Moss Vale has already been awarded, with construction forecasted to commence mid-2024.

**Question no: 60**

(60) Can the Minister please provide an update on the review of the F3 Parramatta River route?

**Answer:**

I am advised:

(60) Extra ferry services were implemented from 16 December 2023 to 28 January 2024 to accommodate summer rush - this includes on the F3 Parramatta Route an additional 14 services each weekday and 26 extra services each weekend, increasing the number of ferries between Sydney Olympic Park and Circular Quay by an additional 96 services a week.

From 29 January 2024, the F3 route has been permanently uplifted, with an additional seven services each weekday and 26 extra services each weekend, increasing the number of services between Sydney Olympic Park and Circular Quay by an additional 61 services a week. This uplift includes Drummoyne Wharf.

**Question no: 61**

(61) Can the Minister please advise whether Transport for NSW has plans to carry out further investigations into the feasibility of extending the Newcastle Light Rail to the John Hunter Hospital via Broadmeadow?

**Answer:**

I am advised:

(61) Transport for NSW is monitoring land use changes and uplift in development patterns to ensure passenger services are planned appropriately to support housing and population growth, including where appropriate an extension to light rail.

**Question no: 62**

(62) Are you scheduled to travel overseas in 2024?

**Answer:**

I am advised:

(62) Travel is taken in accordance with the NSW government travel policy and the Ministers' Office Handbook. The Premier's Department website also details PD\_A5842315, "Domestic and international travel of NSW Ministers and their offices" that has been released under the Government Information (Public Access) Act 2009. Official travel is taken in accordance with the NSW Government travel policy. Travel costs are publicly available in Annual Reports.

**Question no: 63**

(63) Can the Minister please advise how many overseas trips have been approved for Transport for NSW officials since 28 March 2023?

**Answer:**

I am advised:

(63) 10.

**Question no: 64**

(64) Can the Minister please provide an update on the review into the separate communications platform proposed as the backup of the Digital Train Radio System?

**Answer:**

I am advised:

(64) Sydney Trains has deployed a backup radio communications system to all trains. This was implemented in 2023.

**Question no: 65**

(65) Is the Mariyung fleet expected to enter passenger service on the Central Coast and Newcastle Line in 2024?

**Answer:**

I am advised:

(65) The Mariyung fleet will gradually begin to enter passenger service in 2024 subject to safety accreditation by the Office of the National Rail Safety Regulator.

**Question no: 66**

(66) When will the Illawarra Rail Resilience Plan be finalised?

**Answer:**

I am advised:

(66) The Illawarra Rail Resilience Plan will be delivered within this term of Government.

**Question no: 67**

(67) Regarding step free access to public transport:  
(a) As of February 2024, what percentage of customer journeys:  
i. Begin from accessible train stations and ferry wharf locations?  
ii. Start and finish at accessible stations and wharf locations?  
(b) When does the Minister anticipate all train stations will be step free?  
(c) When does the Minister anticipate all ferry wharfs will be step free?

**Answer:**

I am advised:

(67) (a) From 1 July 2023 to 29 February 2024, 93% of journeys commenced from identified Independent Accessible Locations (stations and wharves). 91% of total journeys were started and finished from/at an Independent Accessible Location.  
(b) & (c) Disability Standards for Accessible Public Transport 2002 (Cth) sets out Compliance Targets. While significant investment and work to deliver accessibility upgrades continues, Transport for NSW acknowledges the scheduled 2022 compliance target date under the Disability Standards is not fully met.  
Transport for NSW is developing a multi-modal disability compliance management strategy to guide prioritisation and management of existing and emerging compliance activity related to the Disability Standards for Accessible Public Transport.

**Question no: 68**

(68) Can the Minister please advise of the number of Fall in the Gap incidents on the Sydney Trains network in:  
(a) 1 July 2019 to 30 June 2020?  
(b) 1 July 2020 to 30 June 2021?  
(c) 1 July 2021 to 30 June 2022?  
(d) 1 July 2022 to 30 June 2023?  
(e) 1 July 2023 to present?

**Answer:**

I am advised:

(68) The number of 'fall in gap' incidents on the Sydney Trains network is:  
(a) 212  
(b) 171  
(c) 172  
(d) 389  
(e) 260 as of 23 February 2024.

**Question no: 69**

(69) What railway stations do not have an Opal top up machine?

**Answer:**

I am advised:

(69) The total number of Stations that do not have a top up machine is 114.

**Question no: 70**

(70) As at February 2024, can the Minister please advise of the average number of train services broken down by:

- (a) Suburban services across the week?
- (b) Intercity services across the week?
- (c) Suburban services across the weekend?
- (d) Intercity services across the weekend?
- (e) Suburban services in the AM peak one hour?
- (f) Intercity services in the AM peak one hour?
- (g) Suburban services in the PM peak one hour?
- (h) Intercity services in the PM peak one hour?

**Answer:**

I am advised:

(70) As at November 2023, the average number of train services broken down across the week is as follows:

- (a) The total number of suburban services across the week is 14,394
- (b) The total number of intercity services across the week is 2,430
- (c) The total number of suburban services across the weekend is 4,427
- (d) The total number of intercity services across the weekend is 640
- (e) The total number of suburban services in the AM peak one hour is 235
- (f) The total number of intercity services in the AM peak one hour is 33
- (g) The total number of suburban services in the PM peak one hour is 213
- (h) The total number of intercity services in the PM peak one hour is 36.

Live timetable information is available at <https://transportnsw.info/routes/train>.

**Question no: 71**

(71) In relation to Opal Next Gen, when will the procurement strategy be finalised?

**Answer:**

I am advised:

(71) The Opal Next Gen Procurement Strategy is being finalised. The tender documents for the Request for Procurement are in the process of being prepared and are planned to be released to the market mid-2024.

**Question no: 72 to 75**

(72) When will the Environmental Impact Statements for over and adjacent station development at Parramatta Metro Station be made public?

(73) When will the Environmental Impact Statements for over and adjacent station development at Sydney Olympic Park Metro station be made public?

(74) When will the Environmental Impact Statements for over and adjacent station development at Hunter Street Station East be made public?

(75) When will the Environmental Impact Statements for over and adjacent station development at Hunter Street Station West be made public?

**Answer:**

I am advised:

(72) to (75) Concept State Significant Development Applications for Parramatta, Sydney Olympic Park, Hunter Street West and Hunter Street East are currently under assessment by the Department of Planning, Housing and Infrastructure following public exhibition of the Environmental Impact Statements in 2022 and 2023.

Detailed State Significant Development Applications will be undertaken by appointed delivery partners. Environmental Impact Statements to support these applications will be publicly exhibited for community and stakeholder feedback.

**Question no: 76**

(76) Can the Minister please advise how many instances of Protected Industrial Action have taken place within the Sydney Trains network since 28 March 2023?

**Answer:**

I am advised:

(76) There have been no instances of protected industrial action in Sydney Trains since 28 March 2023.

**Question no: 77**

(77) Can the Minister please advise on how many occasions since 28 March 2023 has planned work by Sydney Metro been cancelled or limited due to protected industrial action?

**Answer:**

I am advised:

(77) No occasions.

**Question no: 78**

(78) In relation to Safety Critical inspections:

(a) How many have taken place since 28 March 2023?

(b) How many were not completed by their scheduled due date?

**Answer:**

I am advised:

(78) (a) 55,746 Safety Critical inspections have taken place since 28 March 2023.

(b) In November 2023, one Safety Critical inspection work order was completed on time but was not closed in the system until the next day.

**Question no: 79**

(79) As at February 2024, how many Rail Safety Workers are employed by Sydney Trains?

**Answer:**

I am advised:

(79) As at 1 March 2024, there are 9,274 Rail Safety workers employed by Sydney Trains. This figure includes Sydney Trains employees and labour hire only.

**Question no: 80**

(80) As at February 2024, how many Rail Safety Workers are employed by NSW Train Link?

**Answer:**

I am advised:

(80) As at 4 March 2024, there are 1,970 Rail Safety Workers (Category 1, 2 & 3) employed by NSW TrainLink.

**Question no: 81**

(81) In relation to Sydney Trains' assets have been taken out of service since 28 March 2023:

- (a) How many were Tangara cars?
- (b) Why were Tangara cars taken out of service?
- (c) Will these Tangara cars be put back in service?
  - i. If yes, when?
  - ii. If yes, what was the cost to put them back in service?

**Answer:**

I am advised:

(81) No Tangara sets have been taken out of service since 28 March 2023. Sets were only taken out for planned Automatic Train Protection installation and component changeouts.

**Question no: 82**

(82) Can the Minister please provide an update on the Bermagui Harbour and Channel Dredging project?

**Answer:**

I am advised:

(82) The Bermagui Harbour and Channel Dredging project planning and approvals are in the process of being updated to allow for dredging, as required, for a period of up to 10 years.

Transport for NSW met with key waterway stakeholders at Bermagui in November 2023, who advised the key navigation channel to the boat harbour was in good condition following previous dredging in 2020.

**Question no: 83**

(83) When will the strategy be finalised in relation to dredging?

**Answer:**

I am advised:

(83) In accordance with the NSW Government's Coastal Dredging Strategy, Transport for NSW has commenced preparation of long term (10 year) planning and approvals to allow for dredging at eight priority dredging locations across NSW when funding becomes available.

**Question no: 84**

(84) In relation to the Swansea Channel dredging:  
(a) Is it on track to be completed by mid-2024?

(b) Has Transport for NSW sought approval of a 10-year plan to carry out maintenance dredging of the Swansea Channel which will look at long term dredging solutions?  
i. If yes, what was the response?

**Answer:**

I am advised:

(84) (a) Yes. Stage 1 of the two-stage dredging campaign for the Swansea Channel commenced in July 2023 and was completed in January 2024.

(b) Transport for NSW has commenced preparation of long term (10 year) planning and approvals to allow for major dredging campaigns at Swansea Channel as required, and when funding is available on a state-wide priority basis. These approvals will be informed by technical studies aimed at optimising dredging investment.

A full Review of Environmental Factors is being prepared, which forms part of the larger scale 10-year dredging plan. This will include community feedback via the "Have Your Say" process.

The NSW Government election commitment funding will go towards the long-term approvals process and continual maintenance dredging (another possible two-stage campaign), to keep a navigational channel open whilst long term approvals are sought.

Transport for NSW is also currently assisting and exploring partnership opportunities with Lake Macquarie Council, who are working closely with the Commonwealth's Department of Infrastructure, Transport, Regional Development, Communications and the Arts on the delivery of a \$10 million grant funding commitment for Swansea Channel dredging and boating infrastructure.

**Question no: 85**

(85) Is the Freight Community System still on hold? When will it start to proceed?

**Answer:**

I am advised:

(85) The Freight Community System remains paused based on the feedback from Infrastructure NSW and Infrastructure Australia evaluations which identified the need for further consideration of a number of elements, including, but not limited to:

- how the Freight Community System would integrate or interface with (or duplicate) work being undertaken by industry
- dependency on the National Freight Data Hub to develop a national data standard
- interfacing and cross-border interfaces with other jurisdictions
- the funding model
- need for extensive stakeholder engagement and market testing
- further assessment of the deliverability of the solution and its uptake by operators.

**Question no: 86**

(86) Can the Minister please provide an update on the St Mary's station and precinct renewal project?

**Answer:**

I am advised:

(86) A metro station at St Marys will be one of six new metro stations delivered as part of the Sydney Metro – Western Sydney Airport project. The St Marys metro station will be located under the existing Sydney Trains suburban rail station at St Marys.

All future precinct development in relation to Sydney Metro – Western Sydney Airport stations is subject to separate planning approval processes and is to include community and stakeholder engagement. Designs for the St Marys metro station and precinct will go on public display for comment later in 2024.

**Question no: 87**

(87) When will the Safety After Dark trial at Wollongong be made public?

**Answer:**

I am advised:

(87) The Safety After Dark trial used artificial intelligence on Sydney Trains cameras to detect potential behaviours that threaten women’s safety on the network. The trial closed in February 2022.

Research findings of the trial and the additional research, completed by Queensland University of Technology in partnership with University of Wollongong, have been made public in an academic journal at <https://www.mdpi.com/2313-576X/9/4/91>.

**Question no: 88**

(88) Has occupancy commenced at Chullora Heritage Hub?

**Answer:**

I am advised:

(88) Transport Heritage NSW took legal occupancy of the Chullora Heritage Hub – Tank Annex (Stage 1) on 15 January 2024.

**Question no: 89**

(89) Has TAHE completed its review in relation to the future of the South Eveleigh Train Workshop?

(a) If yes, what has the review recommended?

**Answer:**

I am advised:

(89) TAHE is currently reviewing the condition of the Large Erecting Shop at South Eveleigh. The review is ongoing.

**Question no: 90**

(90) Can the Minister please provide an update on the Snug Cove Maritime Precinct project?

**Answer:**

I am advised:

(90) In December 2023, Transport for NSW in partnership with Bega Valley Shire Council, submitted an application for grant funding under the Australian Government's regional Precincts and Partnerships Program.

Transport for NSW is developing the project's design and obtaining environmental approvals. The project is applying for 'Stream 2' funding which is for projects that have been developed and are ready to be delivered. If successful, the funding will be used to create a maritime precinct by delivering new boating facilities within the leeward side of the recently completed 'wave attenuator'. The purpose of the project is also to integrate this new maritime precinct to the adjacent cruise tourism precinct.

**Question no: 91**

(91) Can the Minister please provide an update on the Western Sydney Freight Line?

**Answer:**

I am advised:

(91) The NSW and Australian governments have jointly funded a Strategic Business Case for the Western Sydney Freight Line and the Western Sydney Intermodal Terminal.

**Question no: 92**

(92) Can the Minister please provide an update on the stations and signalling modifications ahead of the Maryung Fleet entering service?

**Answer:**

I am advised:

(92) Modifications are required within the rail corridor to support the changes to the Maryung fleet operating model. Investigations and surveying are currently underway across the network to determine the final scope of enabling work, with a contract expected to be awarded in early to mid-2024.

**Question no: 93**

(93) Can the Minister please provide an update on the upgrades to existing maintenance and stabling facilities for the Maryung Fleet?

**Answer:**

I am advised:

(93) Modifications were required to existing maintenance and stabling facilities at Eveleigh, Gosford, Broadmeadow, Lithgow, Hamilton, Wollongong and Port Kembla, to accommodate the Maryung Fleet. In addition, a purpose-built train maintenance facility has been built at Kangy Angy on the NSW Central Coast to service and maintain the new fleet.

**Question no: 94**

(94) Can the Minister please provide an update on the Maryung Maintenance Facility at Kangy Angy?

**Answer:**

I am advised:

(94) Major construction of the Mariyung Maintenance Facility was completed in late 2020. The Additional Works are nearing completion, with all major construction works completed in February 2024.

**Question no: 95**

(95) In relation to zero emissions buses, can the Minister please advise:  
(a) How many have entered service since 28 March 2023?  
(b) How many in total are currently in service?  
(c) How many more are expected to enter service by 30 June 2024?  
(d) How many will the NSW Government build by 31 December 2024?OCG  
(e) On average, how long does it take for a zero emissions bus to enter service after being ordered?

**Answer:**

I am advised:

(95) (a) 17 Zero Emission Buses have entered service since 28 March 2023.  
(b) There are 120 Zero Emission Buses currently in service across NSW.  
(c) An additional 10 Zero Emission Buses are anticipated to enter service by 30 June 2024, with a further 15 pending electrical infrastructure readiness.  
(d) Transport for NSW anticipates placing orders for approximately 500 Zero Emission Buses by 31 December 2024, with delivery commencing from 2025.  
(e) Indicatively, a Zero Emission Bus will enter service 6-15 months from order, accounting for variable manufacturing and delivery times from different suppliers.

**Question no: 96**

(96) In relation to trains, can the Minister please advise:  
(a) What type of trains have carbon emissions?  
(b) How many in total are currently in service?

**Answer:**

I am advised:

(96) Diesel train fleet are the primary remaining source of carbon emissions from trains. Diesel fleets are powered by either a Power Car or a Diesel Multiple Unit Car (DMU). In the current fleet, Transport for NSW has:

- 19 XPT Power Cars
- 16 Xplorer DMUs
- 28 Endeavour DMUs
- 14 Hunter DMUs.

**Question no: 97**

(97) In relation to CCTV at train stations, can the Minister please advise:  
(a) What percentage of stations across the NSW TrainLink network are equipped with 24/7 operational CCTV cameras?  
(b) What percentage of trains across the NSW TrainLink network are equipped with 24/7 operational CCTV cameras?

**Answer:**

I am advised:

- (97) (a) 100 per cent of intercity stations and 74 per cent of regional stations are equipped with 24/7 operational CCTV cameras.
- (b) 42 per cent of the trains operated on the NSW Trainlink network have CCTV cameras installed.

**Question no: 98**

- (98) In relation to CCTV across the Sydney bus network, can the Minister please advise:
- (a) What percentage of bus stops are equipped with 24/7 operational CCTV cameras?
- What stops are these?
  - How often is maintenance carried out on these CCTV cameras?
  - What percentage of these cameras are currently operational?
  - What is the plan to service those cameras which are currently nonoperational?
  - What is the plan to install CCTV cameras at more stops across this network?
- (b) What percentage of buses across this network are equipped with 24/7 operational CCTV cameras?
- How often is maintenance carried out on these CCTV cameras?
  - What percentage of these CCTV cameras are currently operational?
  - What is the plan to service those cameras which are currently nonoperational?
  - What is the plan to install CCTV cameras on more of these buses?

**Answer:**

I am advised:

- (98) (a) 0.17 per cent of bus stops are fitted with CCTV cameras.
- B-Line bus stops, bus stops on the Liverpool to Parramatta Transit-Way and Patrick Street tunnel, Blacktown.
  - Maintenance is carried out on a break/fix basis.
  - 53 per cent of the CCTV cameras are currently operational.
  - The non-operational cameras are expected to be fully replaced within 15 months.
  - There has been no request to install additional CCTV cameras at bus stops. Additional cameras would only be installed if requested, with funding included.
- (b) 100 per cent of buses are fitted with CCTV. The Passenger Transport (General) Regulation 2017 requires that an operator of a bus service who provides a regular passenger service partly or wholly within the Metropolitan, Newcastle or Wollongong transport district or within the Central Coast local government area must ensure that each bus in the fleet is fitted with an approved security camera system.
- To ensure that all CCTV cameras onboard buses are operational during all hours of services, regular checks and maintenance are conducted by Operators on CCTV systems. The exact frequency of maintenance is determined by each Operator.
  - 100 per cent All CCTV systems are required to be operational for the bus to be in service
  - All non-operational cameras are replaced prior to the buses returning into services.
  - All buses already have CCTV systems installed.

**Question no: 99**

- (99) In relation to night bus services, can the Minister please advise:
- (a) What percentage of bus stops across NSW which support night bus services are equipped with 24/7 operational CCTV cameras?
- What stops are these?
  - What stops are not equipped?
  - How often is maintenance carried out on these CCTV cameras?

- iv. What percentage of these cameras are currently operational?
- v. What is the plan to service those cameras which are currently nonoperational?
- vi. What is the plan to install CCTV cameras at more of these stops?
- (b) What percentage of buses used for night bus services are equipped with 24/7 operational CCTV cameras?
  - i. How often is maintenance carried out on these CCTV cameras?
  - ii. What percentage of these CCTV cameras are currently operational?
  - iii. What is the plan to service those cameras which are currently nonoperational?
  - iv. What is the plan to install CCTV cameras on more of these buses?

**Answer:**

I am advised:

- (99) (a) A significant number of bus routes operate at night through to after midnight and some operate 24hrs, however the number of bus stops serviced by these is not captured.
- (b) 100 per cent of buses are fitted with CCTV. The Passenger Transport (General) Regulation 2017 requires that an operator of a bus service who provides a regular transport district or within the Central Coast local government area must ensure that each bus in the fleet is fitted with an approved security camera system.
- i. To ensure that all CCTV cameras onboard buses are operational during all hours of services, regular checks and maintenance are conducted by Operators on CCTV systems. The exact frequency of maintenance is determined by each Operator.
  - ii. 100 per cent of all CCTV systems are required to be operational for the bus to be in service.
  - iii. All non-operational cameras are replaced prior to the buses returning into services.
  - iv. All buses already have CCTV systems installed.

**Question no: 100**

- (100) In relation to CCTV at light rail stops, can the Minister please advise:
- (a) What percentage of stops across the Sydney Light Rail network are equipped with 24/7 operational CCTV cameras?
    - i. What stops are these?
    - ii. At these stops, what percentage of platforms are equipped with CCTV cameras?
  - (b) What percentage of stops across the Newcastle Light Rail network are equipped with 24/7 operational CCTV cameras?
    - i. What stops are these?
    - ii. At these stops, what percentage of platforms are equipped with CCTV cameras?
  - (c) How often is maintenance carried out on these CCTV cameras?
  - (d) What percentage of CCTV cameras across Sydney Light Rail stops are currently operational?
    - i. What is the plan to service those cameras which are currently nonoperational?
  - (e) What percentage of CCTV cameras across Newcastle Light Rail stops are currently operational?
    - i. What is the plan to service those cameras which are currently nonoperational?
  - (f) Are all Light Rail stops currently under construction set to be equipped with 24/7 operational CCTV cameras?

**Answer:**

I am advised:

- (100) (a) 100 per cent of all stops along the Sydney Light Rail network are equipped with 24/7 CCTV cameras.
- (b) 100 per cent of the stops and platforms across the Newcastle Light Rail network are equipped with 24/7 operational CCTV cameras.

(c) As per the Technical Maintenance Plan, preventative maintenance is carried out every 6 months. CCTV status is monitored 24/7 by the Operational Control Centre and corrective maintenance occurs as soon as any CCTV is discovered to be out of operations.

Maintenance on the Newcastle Light Rail CCTV cameras is carried out weekly.

(d) Currently, 100 per cent of CCTV at platforms for Sydney Light Rail are operational.

(e) 100 per cent of the Newcastle Light Rail CCTV at stops are currently operational.

(f) There are currently no stops under construction on the Sydney Light Rail network or the Newcastle Light Rail network.

Parramatta Light Rail Stage 1: the Light Rail stops under testing & commissioning are set to be equipped with 24/7 operational CCTV cameras. During testing & commissioning phase which is currently underway, the CCTV cameras at the light rail stops will progressively become operational, prior to first passenger service.

#### **Question no: 101**

(101) In relation to CCTV on light rail vehicles, can the Minister please advise:

(a) What percentage of Light Rail vehicles across the Sydney Light Rail network are equipped with 24/7 operational CCTV cameras?

i. Of these, what percentage of individual carriages are equipped with CCTV cameras?

ii. How often is maintenance carried out on these CCTV cameras?

iii. What percentage of these cameras are currently operational?

iv. What is the plan to service those cameras which are currently nonoperational?

(b) What percentage of Light Rail vehicles across the Newcastle Light Rail network are equipped with 24/7 operational CCTV cameras?

i. Of these, what percentage of individual carriages are equipped with CCTV cameras?

ii. How often is maintenance carried out on these CCTV cameras?

iii. What percentage of these cameras are currently operational?

iv. What is the plan to service those cameras which are currently nonoperational?

#### **Answer:**

I am advised:

(101) (a) 100 per cent (76) of all Light Rail vehicles and carriages across the Sydney Light Rail network are equipped with multiple CCTV cameras.

i. All 76 Light Rail vehicles and carriages across the Sydney Light Rail network are equipped with multiple CCTV cameras. The CCTV are always operational while the vehicle is in service and will only be turned off when the vehicle returns to the stabling yard and is powered off at the end of service.

ii. Every Light Rail vehicle goes through a pre-service inspection every day prior to entering service. This inspection includes confirming that CCTV cameras are operational. Maintenance of the cameras is carried out on a fix on failure basis. It is a minimum requirement that all CCTV cameras on Light Rail vehicles entering passenger service are operational.

iii. All CCTV cameras are operational.

(b) 100 per cent of Light Rail Vehicles on the Newcastle Light Rail Network are equipped with 24/7 operational CCTV cameras.

i. 100 per cent of individual carriages are equipped with CCTV Cameras.

#### **Question no: 102**

(102) In relation to CCTV on ferries, can the Minister please advise:

(a) What percentage of Ferries across the Sydney Ferries network are equipped with 24/7 operational CCTV cameras?

- i. Which ferries are these?
- ii. Which ferries are not equipped?
- iii. How often is maintenance carried out on these CCTV cameras?
- iv. What percentage of these cameras are currently operational?
- v. What is the plan to service those cameras which are currently nonoperational?

**Answer:**

I am advised:

(102) (a) 94.8 per cent of ferries across the Sydney Ferries network are equipped with 24/7 operational CCTV cameras.

(i) These ferries are:

Borrowdale

Charlotte

Fishburn

Friendship

Golden Grove

Scarborough

Sirius

Supply

Alexander

Catherine Hamlin

Fred Hollows

Victor Chang

Pemulwuy

Bungaree

May Gibbs

Me Mel

Freshwater

Queenscliff

Betty Cuthbert

Dawn Fraser

Evonne Goolagong

Marlene Mathews

Marjorie Jackson

Nicole Livingstone

Shane Gould

Olive Cotton

Margaret Olley

Esme Timbery

Ruby Langford Ginibi

Ethel Turner

Ruth Park

Cheryl Salisbury

Lauren Jackson

Liz Ellis

Kurt Fearnley

Balmoral

Fairlight

Clontarf

(ii) (iii) & (iv) I refer to the response to November 2023 Budget Estimates Supplementary Question 237.

(iv) 98.93 per cent of cameras are operational, as at 6 March 2024.

**Question no: 103**

(103) Have you had a formal meeting with the Minister for Planning and Public Spaces in relation to Transport Oriented Development?

(a) If so, do you support increase investment in transport infrastructure at 39 stations identified?

**Answer:**

I am advised:

(103) I meet regularly with my ministerial colleagues about government policies and refer you to my answer in Question Time in the Legislative Assembly on 12 March 2024.

**Question no: 104**

(104) In relation to Killara Railway Station, do you support the installation of a canopy on the overbridge?

**Answer:**

I am advised:

(104) Information is publicly available on the Transport for NSW website.

**Question no: 105**

(105) Can the Minister please advise, how many complaints have been referred to Transport for NSW since 28 March 2023 in relation to graffiti on:

(a) All public transport assets in total, and broken down by:

- i. Trains on the Sydney Trains network?
- ii. Other Sydney Trains assets?
- iii. Trains on the NSW TrainLink network?
- iv. Other NSW TrainLink assets?
- v. Buses on the Sydney network?
- vi. Other assets across the Sydney bus network?
- vii. Buses on the Central Coast, Newcastle and Hunter network?
- viii. Other assets across the Central Coast, Newcastle and Hunter bus network?
- ix. Buses on the Blue Mountains and Lithgow network?
- x. Other assets across the Blue Mountains and Lithgow bus network?
- xi. Buses on the Illawarra, South Coast and Southern Highlands network?
- xii. Other assets across the Illawarra, South Coast and Southern Highlands bus network?
- xiii. Sydney Metro trains?
- xiv. Other assets across the Sydney Metro network?
- xv. Light Rail vehicles on the Sydney Light Rail network?
- xvi. Other assets across the Sydney Light Rail network?
- xvii. Ferries on the Sydney Ferries network?
- xviii. Other assets across the Sydney Ferries network?

**Answer:**

I am advised:

(105) (a) Transport for NSW received a total of 657 graffiti related cases since (and including) 28 March 2023. Of these 308 were classified as Complaints, 295 as Feedback and 52 cases as Enquiries.

- i. 223 cases of graffiti were received on Trains on the Sydney Trains network in this period.
- ii. 189 cases of graffiti were received on Other Sydney Trains assets (Infrastructure and Stations).
- iii. 37 cases of graffiti were received on Trains on the NSW TrainLink network in this period.

- iv. 49 cases of graffiti were received on other NSW TrainLink assets (stations and infrastructure) in this period.
- v. 28 cases of graffiti were received on Bus vehicles on the Sydney network in this period.
- vi. 81 cases of graffiti were received on Bus stops across the Sydney bus network in this period.
- vii. 5 cases of graffiti were received on Bus vehicles on the Central Coast, Newcastle and Hunter network in this period.
- viii. 8 cases of graffiti were received on Bus stops across the Central Coast, Newcastle and Hunter network in this period.
- ix. Nil cases of graffiti were received on Bus vehicles across the Blue Mountains and Lithgow network in this period.
- x. 1 case of graffiti was received on Bus stops across the Blue Mountains and Lithgow network.
- xi. Nil cases of graffiti were received on Bus vehicles across the Illawarra, South Coast and Southern Highlands network in this period.
- xii. 1 case of graffiti was received on Bus stops across the Illawarra, South Coast and Southern Highlands network in this period.
- xiii & xiv. Sydney Metro: there have been 6 reported complaints received by members of the public via Transport for NSW customer feedback channels since 28 March 2023. 1 case of graffiti were received on Metro vehicles.
- xv. Nil cases of graffiti were received on LR vehicles.
- xvi. 21 cases of graffiti were received on Light Rail Stops in this period.
- xvii. Nil cases were received for graffiti on Ferries on the Sydney Ferries network in this period.
- xviii. Nil cases were received for graffiti on other assets across the Sydney Ferries network in this period.

**Question no: 106**

- (106) In relation to graffiti on the train and Metro networks, can the Minister please advise:
- (a) Approximately how frequently do instances of graffiti occur on:
    - i. Trains on the Sydney Train network?
    - ii. Trains on the NSW TrainLink network?
  - (b) Sydney Metro trains?
    - i. Other Sydney Trains assets?
  - (c) Other NSW TrainLink assets?
    - i. Other Sydney Metro assets?
  - (d) What are the ten stations with the highest reported instances of graffiti since 28 March 2023?
    - i. What is the average time taken between a case of graffiti being reported to Service NSW or Transport for NSW and it being removed?

**Answer:**

I am advised:

- (106) (a) i. Instances of graffiti across the Sydney Trains network occur on multiple services on a daily basis.
- ii. Between 1 January 2022 and 19 November 2023, instances of graffiti across the NSW TrainLink network averaged once every 2.5 days (less than 3 times per week).
- (b) Sydney Metro has 46 incidences of graffiti per month (on average).
- i. Sydney Trains receives reports daily on graffiti on other Sydney Trains assets.
- (c) Sydney Trains receives reports daily about graffiti on other rail assets including stations in NSW TrainLink's operational network.

i. Sydney Metro has 46 incidences of graffiti per month (on average).

(d) The stations in the Sydney Trains' metropolitan network with the highest reported instances of graffiti include the following (March 2023 to 8 March 2024);

1. Central
2. Gordon
3. Blacktown
4. Strathfield
5. Rhodes
6. Sutherland
7. Hurstville
8. Petersham
9. Summer Hill
10. Kingsgrove
11. Ashfield
12. Edmondson Park
13. Kingswood

The stations in the NSW TrainLink network with the highest reported instances of graffiti include the following (March 2023 to 8 March 2024):

1. Wyong
2. Victoria Street
3. Katoomba
4. Telarah
5. Newcastle Interchange
6. Tamworth
7. Corrimal
8. Wollongong
9. Springwood
10. Blaxland
11. Woy Woy

(i) Offensive graffiti on train stations is aimed to be removed within 24 hours as per contracted obligations. Other graffiti is targeted for removal within 5 business days. This timing is subject to the location of the graffiti, whether a track possession is required, safety considerations and workload and priorities at the time.

Offensive graffiti on trains is removed immediately after it has been reported. Otherwise, graffiti is removed during the next scheduled clean, on average 8 hours later.

Sydney Trains has an active program to prevent, monitor and clean up graffiti and the damage it causes to infrastructure and fleet as quickly as possible. For infrastructure, the highest priority is given to the removal of offensive or obscene graffiti which Sydney Trains aims to remove within 24 hours of it being detected. If safe working arrangements are necessary, the removal process will be completed within 72 hours. Programs operate on a cycle of 30 days for off-track areas and approximately 90 days for on-track locations, as the on-track areas require possession access.

Programmed cleaning activities are divided into two distinct phases: During the 'Off-Track' phase, efforts are concentrated on the painting out and removal of graffiti from assets situated outside of the Rail Traffic Danger Zone, ensuring they are clear of track and train running areas. The 'On-Track' phase involves possessions (rail shutdowns) to facilitate the painting out and removal of graffiti from protected assets within the Rail Traffic Danger Zone, where the proximity to operational tracks demands heightened precautions.

**Question no: 107**

(107) In relation to graffiti on the bus networks, can the Minister please advise:

(a) Approximately how frequently do instances of graffiti occur on:

- Buses on the Sydney network. Buses on the Central Coast, Newcastle and Hunter network?
- Buses on the Blue Mountains and Lithgow network. Buses on the Illawarra, South Coast and Southern Highlands network?
- Other assets across the Sydney bus network. Other assets across the Central Coast, Newcastle and Hunter bus network. Other assets across the Blue Mountains and Lithgow bus network?
- Other assets across the Illawarra, South Coast and Southern Highlands bus network?

(b) What are the ten bus stops with the highest reported instances of graffiti since August 2023?

(c) What is the average time taken between a case of graffiti being reported to Service NSW or Transport for NSW and it being removed?

**Answer:**

I am advised:

(107) (a) & (b) This information is not held by Transport for NSW.

(c) Graffiti on the Greater Sydney Bus network is reasonably consistent however, activity peaks during school terms. Operators remove offensive, small and/or easy-to-reach graffiti daily or when reported.

**Question no: 108**

(108) In relation to graffiti on the Sydney Light Rail network, can the Minister please advise:

(a) Approximately how frequently do instances of graffiti occur on:

- Light Rail vehicles on the Sydney Light Rail network?
- Light Rail vehicles on the Newcastle Light Rail network?
- Other Sydney Light Rail assets?
- Other Newcastle Light Rail assets?

(b) What are the ten stops with the highest reported instances of graffiti since August 2023?

(c) What is the average time taken between a case of graffiti being reported to Service NSW or Transport for NSW and it being removed?

**Answer:**

I am advised:

(108) (a) Etching and graffiti occur on regularly on Light Rail vehicles and other assets across the Sydney Light Rail Network.

(b) The ten Sydney Light Rail stops with the highest reported instances of graffiti since August 2023 are:

- John Street Square
- Fish Market
- Glebe
- Rozelle Bay
- Lilyfield
- Taverners Hill
- Lewisham West
- Waratah Mills
- Dulwich Grove
- Dulwich Hill

(c) Offensive, small and/or easy-to-reach graffiti gets removed the same day as reported, or as soon as possible. Larger easy-to-reach graffiti is removed within 2-3 days of being reported. Graffiti that it is not easily accessible and/or requires a Protection Officer and ladders is removed during network closures. Any offensive graffiti on the Newcastle Light Rail is removed immediately. Other instances of graffiti are removed within 24 hours. Newcastle Light Rail vehicles are deep cleaned each night and cleaners are on the network 20 hours per day.

**Question no: 109**

(109) In relation to graffiti on the Sydney Ferries network, can the Minister please advise:  
(a) Approximately how frequently do instances of graffiti occur on:  
i. Ferries on the Sydney Light Rail network?  
ii. Other Sydney Ferries assets?  
(b) What are the five wharves with the highest reported instances of graffiti since August 2023?  
(c) What is the average time taken between a case of graffiti being reported to Service NSW or Transport for NSW and it being removed?

**Answer:**

I am advised:

(109) (a) i. Graffiti on Sydney Ferries is rare. There have been no reports to remove graffiti on Sydney Ferries since August 2023.  
ii. No cases of graffiti were reported on other Sydney Ferries assets.  
  
(b) The five wharves with the highest reported instances of graffiti since August 2023 are:  
Balmain West Wharf  
Kurraba Point Wharf  
Birkenhead Point Wharf  
Kirribilli (Jeffrey St) Wharf  
Kirribilli (Beulah St) Wharf  
  
(c) Graffiti is removed immediately by crew on the vessel where possible. If not, it is referred to the maintenance team. Unless offensive, the graffiti would usually be removed at the next scheduled maintenance window.

**Question no: 110**

Can the Minister please provide a description of the costs associated with graffiti removal on the public transport network?

**Answer:**

I am advised:

(110) The costs associated with graffiti removal can vary significantly depending on the size, type of graffiti or damage and location.

**Question no: 111**

(111) Can the Minister please advise what precautions are taken to ensure the safety of individuals removing graffiti across the public transport network?

**Answer:**

I am advised:

(111) Safety is the top priority. Removal of graffiti is undertaken consistent with safe systems of work. Works are performed by following the applicable Safe Working Network Rules & Procedures. The removal of graffiti on trains is done in accordance with safe work instructions, including PPE requirements such as disposal overalls, protective face shields, respirators, gloves and risk assessments of the chemicals used in the process. In addition, when removing external graffiti, specific locations are used to ensure protection from potential electrical hazards and environmental controls are in place.

**Question no: 112**

(112) Can the Minister please advise what measures are currently taken, and what further measures are being considered, to deter graffiti on the public transport network?

**Answer:**

I am advised:

(112) In relation to Sydney Trains, I refer to the response to November 2023 Budget Estimates Supplementary Question 245.

**Buses:** To deter graffiti on buses, the bus operators have the following measures in place:

- CCTV monitoring of the buses and depots.
- Removal of the graffiti as soon as possible.
- The use of anti-graffiti surface materials in the buses that are both easier to clean and also less likely to show the remnants.
- The driver alerting their bus operations team via internal radio, who then refer the matter to the police.

**Sydney Light Rail:** Transdev Sydney employs different measures to deter graffiti, antisocial behaviour and vandalism on the network:

- To prevent graffiti on light rail vehicles while in the depot for stabling and maintenance, these depots have high security fences, perimeter alarms, access restricted from the public, CCTVs and have security patrol 24/7.
- During periods of expected increase in anti-social behaviour, additional risk mitigation activities are implemented, including the deployment of extra staff at key locations and extra security personnel in hotpot areas across all lines. Transdev and Transport for NSW also work closely together on awareness campaigns to educate the public, focussed on safe behaviours around the Light Rail. Transdev also regularly engages with schools along the alignment to work on the best way to engage with students and raise awareness of these issues.

**Sydney Metro:**

- All Metro train carriages are fitted CCTV cameras which operate 24/7 and are used to review acts of graffiti and vandalism across the network. This footage is shared with law enforcement when requested.
- Graffiti is removed as soon as possible.

**Question no: 113**

(113) Can the Minister please advise what is the 5% of work remaining for the new Waterloo station?

**Answer:**

I am advised:

(113) The remaining work at Waterloo Station includes:

- One piece of Public Art
- Improvements to traffic intersections on Raglan, Wellington, and Botany roads

- External paving and landscaping around the station.

**Question no: 114**

(114) Can the Minister please advise how the number of passengers estimated to use the new Sydney Metro City network has been calculated?

**Answer:**

I am advised:

(114) As part of the Chatswood to Sydenham Environmental Impact Statement, patronage forecast models were configured and run to produce preliminary forecast passenger demand and their anticipated mode of arrival / departure from each station and were informed by a number of assumptions regarding future land use, transport use, operations.

**Question no: 115**

(115) Can the Minister please advise, what is the Government's plan to provide essential public transport services and infrastructure ahead of growing population demand in a staged approach?

**Answer:**

I am advised:

(115) In addition to business as usual planning activities, the Government commissioned the Bus Industry Taskforce, Sydney Trains rail review, and Sydney Metro review to inform planning activities.

**Question no: 116**

(116) Can the Minister please advise, what is the Government's plan to provide priority access for on-street transit when planning for population growth?

**Answer:**

I am advised:

(116) In planning for population growth in greenfield areas, Transport for NSW is identifying opportunities for priority access for on-street transit, for example in areas such as the Western Sydney Airport Precinct, the South West Growth Area, and Greater Macarthur Growth Area.

The Bus Priority Infrastructure Program continually reviews the needs of on street transit for the existing road networks across Sydney.

Further, Transport for NSW has recently released the Directions for On-Street Transit White Paper. Transport for NSW will work with land use agencies to identify medium-density housing areas and rapid bus routes that can work together with investment in bus infrastructure and bus priority ahead of population growth. This new vision will feed into the Bus Industry Taskforce's reports and the Network Plans currently under development.

**Question no: 117**

(117) Can the Minister please advise, what is the Government's plan to develop a priority list for 39 rapid bus routes that balance population growth support and developing new connections in Greater Sydney?

**Answer:**

I am advised:

(117) The Bus Industry Taskforce released a Directions for On-Street Transit White Paper, which identifies key moves to transform bus services across the state, including developing a priority list for 39 rapid bus routes that balance population growth support and developing new connections in Greater Sydney.

These 39 routes represent an overall vision for rapid buses across Sydney over the medium-term, and are being considered and prioritised through development of a bus plan to inform future budget funding requests.

Prioritisation will consider many factors, including overall network connectivity and supporting population growth. It will also ensure other needs across the bus network are considered.

\$302.7 million has been committed in the 2023-24 NSW Budget to delivering bus services to Western Sydney Airport and represents the first step in evolving towards rapid bus routes.

**Question no: 118**

(118) Can the Minister please advise, what is the Government's plan to identify on-street transit support for medium-density housing areas?

**Answer:**

I am advised:

(118) Transport for NSW is continuing to develop Transport Network Plans which will identify key priorities for the transport network across the next 20 years, including investigations for the rapid bus network.

**Question no: 119**

(119) Can the Minister please advise, what is the Government's plan to provide clearer customer information and more seamless interchanging opportunities?

**Answer:**

I am advised:

(119) The transportsw.info website, Opal Travel App and the Open Data Hub use a "Trip Planner" tool to provide customers with information to plan trips. A Request for Proposal (RFP) is in progress for a new Trip Planner tool which will provide customers the ability to plan end-to-end journeys using a combination of public, private and active transport.

Multi modal next service screens are being installed at key locations to help customers to interchange between different modes.

**Question no: 120**

(120) Can the Minister please advise, what is the Government's plan to develop innovative solutions for first and last mile journeys on the bus network?

**Answer:**

I am advised:

(120) Bus connections are an important first and last mile for heavy rail, light rail, ferry and Metro journeys. Transport for NSW, through its short and medium-term bus service

planning work, in collaboration with the Bus Industry Taskforce, is developing network-wide plans to inform next steps in future bus network development to support current and future urban growth.

In the near term, Transport for NSW plans to improve bus access to Sydney Metro stations when the Metro North West Line extension to Sydenham opens in 2024.

**Question no: 121**

(121) Can the Minister please advise, what is the Government's plan to align bus fleet type with demand and needs of the community?

**Answer:**

I am advised:

(121) Transport for NSW operates bus types of different size and capacity to match demand and road network conditions. These considerations inform future bus types in the fleet.

**Question no: 122**

(122) Can the Minister please advise, what is the Government's plan to invest in technology to uplift customer experience and operations planning on the bus network?

**Answer:**

I am advised:

(122) Transport for NSW is currently reshaping bus services across NSW and upgrading select B-poles with Next Service Displays (NSDs). The project aims to provide real-time information on when buses will depart, their capacity, and updates on service disruptions. Upon the completion of the rollout, these products will further enhance the customer and operational experience.

**Question no: 123**

(123) Can the Minister please advise, what is the Government's plan to invest in upgrades to bus stop accessibility?

**Answer:**

I am advised:

(123) Responsibility for accessibility of bus stops lies primarily with Local Government authorities.

Local bus operators work with local councils to identify suitable locations for bus stops to ensure maximum coverage and access to bus services.

Transport for NSW produces a bus stop style guide which is provided to local councils to maximise accessibility of bus stops.

**Question no: 124**

(124) Can the Minister please advise, what is the Government's plan to deliver public transport capable streets?

**Answer:**

I am advised:

(124) The Network Planning in Precincts Guide is for transport and land-use practitioners, including local government and development professionals who are involved in strategic design and planning processes for precincts.

The guide presents principles for planning and designing a multimodal transport network that integrates land use and transport at a precinct level. It shifts the emphasis from a hierarchy of roads towards a complete network that is place-based and prioritises walking, cycling, public transport and the safety and comfort of our most vulnerable people.

**Question no: 125**

(125) What were the total costs for the Bus Industry Taskforce?

**Answer:**

I am advised:

(125) The costs of the Bus Industry Taskforce are being met from within existing agency resources.

**Question no: 126**

(126) Can the Minister please advise, what is the Government's plan to implement strategies to support private bus operator performance?

**Answer:**

I am advised:

(126) Transport for NSW works closely with bus operators to monitor and improve performance, including strategies for service planning, operations, staff and assets, designed to ensure contract standards and community expectations are met in the delivery of bus services.

Transport for NSW is currently working with operators to improve reliability of the bus network, focused on increasing driver availability and reducing cancellations, improving on time running and ensuring overcrowding is addressed with sufficient capacity. This includes regular service adjustments, informed by data analysis and passenger feedback, which improve the performance and effectiveness of buses.

**Question no: 127**

(127) Can the Minister please advise, what is the Government's plan to improve coordination of bus asset management, including depots and layovers?

**Answer:**

I am advised:

(127) The Bus Industry Taskforce provided its second report to the Minister for Transport with further recommendations to deliver better bus services, improving reliability and equity across the state. The NSW Government announced its support for the Taskforce's key recommendations from its Second Report on 22 February 2024.

The Second Report outlines a plan to fix the deterioration of bus services and makes clear more work needs to be done to better plan and manage essential transport infrastructure, including depots, facilities, bus stops and supporting technology.

The NSW Government has asked Transport for NSW to put plans in place for how to best move forward with the recommendations.

**Question no: 128**

(128) Can the Minister please advise who attended the Bus Symposium in October?

**Answer:**

I am advised:

(128) The Western Sydney Bus Symposium was attended by more than 100 people from local and state governments, consultancy firms, transport operators, community groups, associations and peak bodies, trade union, and other businesses.

The Sydney Bus Symposium attendees included Members of Parliament representatives from local councils across Bayside, Cumberland City, Campbelltown City, Inner West, Strathfield, Sutherland Shire, Camden and Willoughby council; industry and bus, Bus NSW, Deloitte, PricewaterhouseCoopers (PwC), and the Transport Workers' Union of NSW.

**Question no: 129**

(129) Can the Minister please advise what stakeholders the Bus Industry Taskforce is engaging with during the white paper consultation process?

**Answer:**

I am advised:

(129) The White Paper was launched at the Western Sydney Bus Symposium, with the attendees as per the response provided to Supplementary Question 128.

This was followed by a month-long engagement using the NSW Government's engagement platform, Have Your Say, and via social media posts. The public website received 4,500 visits, 184 surveys and 38 written submissions by individual members of the community, local, state and federal governments, consultancy firms, transport operators, community groups, associations and peak bodies groups, trade union, and other businesses.

Engagement activities also included a one-hour public webinar organised in partnership with the Greater Cities Commission on *Supporting Growth – the role of on-street transit when planning for our growing cities*. More than 100 people attended the event. The webinar was opened to the public and was attended by state and local government agencies, consultancy firms, community groups, associations and peak bodies.

**Question no: 130**

(130) Can the Minister advise, what is the estimated increase in annual revenue that will result from the recent changes to Opal fares?

**Answer:**

I am advised:

(130) Recent fare changes are estimated to increase annual revenue from Opal by around 3.7 per cent.

**Question no: 131**

(131) Can the Minister advise, what is the anticipated increase in the number of commuters on Fridays as a result of the new Friday Opal fares?

**Answer:**

I am advised:

(131) While Transport for NSW continues to monitor the impacts of the changes to Friday fares, it is too early to determine the impacts on patronage.

**Question no: 132**

(132) Can the Minister advise, how many Cruise ships have and are expected to dock in the Port of Newcastle in 2024?

(a) How many passengers and crew will transit through Newcastle and the Hunter as a result?

(b) What is the expected impact on the Newcastle and Hunter economy as a result?

**Answer:**

I am advised:

(132) As of 6 March 2024, six of the expected 16 cruise ships for 2024 (calendar year) have visited Newcastle.

As a result of these visits, an expected 18,890 passengers and 9,488 crew will transit through Newcastle and the expected economic impact on the Newcastle and Hunter economy is \$5.8 million.

**Question no: 133**

(133) Can the Minister please provide an update on the NSW Rural and Regional Seatbelts Program?

**Answer:**

I am advised:

(133) Following \$29 million being announced in 2017, the NSW Government has invested \$237 million in the Rural and Regional Bus Seatbelt Program, including \$10 million allocated for the extension into the outer metropolitan areas of Cessnock, Maitland, Singleton, and Port Stephens.

All 2,583 dedicated rural and regional school buses now have seatbelts installed and are available for use by students:

- 1,145 new buses installed with seatbelts were purchased,
- 883 existing school buses were retrofitted with seatbelts,
- 555 buses were fitted with seatbelts prior to the program commencing.

A further 107 outer metropolitan school buses which travel along some of the same highrisk roads as the rural and regional school buses, have been identified, and will have seatbelts installed.

**Question no: 134**

(134) Can the Minister please advise, what is the Government's plan to implement a road safety campaign to promote compliance with seatbelt laws on buses, including by school children?

**Answer:**

I am advised:

(134) Transport for NSW is developing a paid advertising campaign to encourage seatbelt use on buses. This is currently in production, with an estimated live date of June 2024.

Seatbelt messaging continues to be delivered into NSW schools, encouraging school children to wear a seatbelt on a bus with seatbelts available. Transport for NSW has recently delivered its annual Bus Safety Week initiative in February, highlighting bus safety for all road users including wearing a seatbelt.

**Question no: 135**

(135) Can the Minister please advise how Transport for NSW will assist bus operators to comply with their obligation to inform passengers about the mandatory use of seatbelts?

**Answer:**

I am advised:

(135) Transport for NSW is working closely with the bus industry to assist bus operators to comply with their obligation to inform passengers about the mandatory use of seatbelts by executing a multi-channel strategic communications and engagement plan. This includes direct stakeholder engagement with industry, digital communication updates for all Bus Operator Accreditation Scheme (BOAS) participants, collateral and resource sharing and education regarding operational compliance.

Through these activities, Transport for NSW is encouraging the bus industry to help promote core safety messaging directly through their own channels and within their communities.

**Question no: 136 and 137**

(136) Can the Minister please advise, what is the timeline for Transport for NSW to conduct a thorough examination of the risks associated with standees on buses and explore potential risk mitigation approaches?

(137) Can the Minister please provide an update on Transport for NSW's consideration of whether the 80km/h rule for dedicated school bus services with standing passengers be rolled out across all services and examination of ways of reducing risks for standees on buses travelling over 80 km/h?

**Answer:**

I am advised:

(136) & (137) In line with the delivery schedule of the Bus Industry Taskforce's recommendations, this is expected to be completed by the end of June 2024.

**Question no: 138**

(138) Can the Minister please advise whether there has been monitoring of changes and/or increases in commuter activity at Redfern Station since the completion of accessibility upgrades?

(a) If so, what have been the findings?

**Answer:**

I am advised:

(138) Redfern Station's new Southern Concourse was opened on 8 October 2023. The initial review of the Opal 'Tap on' data (weekdays) for Redfern Station does not indicate an increase in patronage.

The station team have noted good patronage through the new entrances to the station and a reduction in the crowding on the other concourse area at the Lawson Street (City) end of the station.

The new Southern Concourse has also provided access to the 10 above ground platforms at Redfern Station, for people with mobility limitations. In the first three months of operation, there were 560 occasions of wheelchair boarding and alighting assistance provided. The elderly, families with prams or strollers and others with mobility limitations have been very positive about the facilities now available.

**Question no: 139**

(139) Can the Minister please provide an update on the detailed plans Transport for NSW is developing to support passengers during the final T3 conversion period?

**Answer:**

I am advised:

(139) A final conversion period of the T3 Sydenham to Bankstown Line of up to 12 months will take place, starting between July and October 2024, to complete work that can only begin once Sydney Trains services stop running.

During this time, Transport for NSW will deliver a comprehensive Temporary Transport Plan which will see frequent bus services in place to ensure passengers can get to where they need to go. Communities and passengers along the line will be informed about the detailed plans with comprehensive communications well in advance of the shutdown.

**Question no: 140**

(140) Can the Minister please advise how many commuters use Deniston Station each week?

**Answer:**

I am advised:

(140) On average, there were around 3,115 Opal tap-on's recorded at Denistone Station each week in February 2024.

**Question no: 141**

(141) Can the Minister please advise what the plan is for improving real time bus tracking and the Public Transport Information and Priority System?

**Answer:**

I am advised:

(141) A program team has now been mobilised dedicated to sustainably improving real time bus tracking. The team has established two streams of activity, the first being quick impact tactical changes. The second stream is larger and requires more strategic work packages to ensure the ongoing resilience and capacity of the Public Transport Information and Priority System for coming years.

**Question no: 142**

(142) Can the Minister please provide an update on the progress of the Wollongong e scooter trial?

**Answer:**

I am advised:

(142) The Wollongong e-scooter trial has been well received by local community and businesses. As at 1 March 2024, over 102,000 trips have been taken. The summer holiday period showed high demand with consistent usage to key local facilities, shops, cafes, beaches, and train stations. Wollongong City Council and Neuron Mobility are working closely to ensure a safe and efficient trial.

**Question no: 143**

(143) Can the Minister please advise of the number of accidents that have been recorded during the Wollongong e-scooter trial?

**Answer:**

I am advised:

(143) Since 29 September 2023, 24 accidents have been reported to Transport for NSW by the service provider.

**Question no: 144**

(144) Can the Minister please advise of how many incidents have been recorded during the Wollongong e-scooter trial of riders committing infringements?  
(a) What are the details of these infringements?

**Answer:**

I am advised:

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

**Question no: 145**

(145) Can the Minister please advise how many road accidents have been recorded in NSW in 2024 involving:  
(a) e-bikes?  
(b) e-scooters?

**Answer:**

I am advised:

(145) This is a matter for the Minister for Roads.

**Question no: 146**

(146) Can the Minister please provide an update on the progress of the Armidale e-scooter trial?

**Answer:**

I am advised:

(146) Demand for the e-scooters has been strong in the Armidale e-scooter trial with a high university population, local residents, and tourists being main users. As at 1 March 2024, over 27,000 trips have been taken. The Charles Sturt University campus was recently added to the trial due to demand from students.

**Question no: 147**

(147) Can the Minister please advise of the number of accidents that have been recorded during the Armidale e-scooter trial?

**Answer:**

I am advised:

(147) Since 7 September 2023, 3 accidents have been reported to Transport for NSW by the services provider.

**Question no: 148**

(148) Can the Minister please advise of how many incidents have been recorded during the Armidale e-scooter trial of riders committing infringements?

(a) What are the details of these infringements?

**Answer:**

I am advised:

(148) This a matter for the Minister for Customer Service and Digital Government.

**Question no: 149**

(149) Can the Minister please advise how often the lights along the Bay Run are required to be replaced/serviced?

(a) How much does each replacement/servicing cost?

**Answer:**

I am advised:

(149) This is a matter for the City of Canada Bay Council.

**Question no: 150 and 151**

(150) Can the Minister please provide an update on the rollout of free public transport cards for bus drivers?

(151) Are the following frontline workers given free public transport:

- (a) Bus drivers?
- (b) Train drivers?
- (c) Train guards?
- (d) Train station staff?
- (e) Light rail drivers?
- (f) Ferry staff?

**Answer:**

I am advised:

(150) and (151) Transport for NSW has been working closely with bus operators, unions, and other stakeholders to implement free public transport travel for approximately 10,000 bus employees with cards to be issued in stages.

The first stage of free Employee Opal Cards is expected to be issued by mid-April 2024 and finalised by mid-2024.

All Sydney Trains and NSW TrainLink employees, including train drivers, train guards and train station staff are entitled to free public transport travel as part of the Sydney Trains and NSW TrainLink Enterprise Agreement 2022.

Transdev Sydney Ferries have elected to provide employer-funded free travel benefits to their employees. Other Ferry operators including Manly Fast Ferry do not presently provide free public transport travel to their employees.

Light rail operators do not presently provide free public transport travel to their employees.

The NSW Government is committed to expanding free Opal employee passes to other areas of the transport workforce, with the immediate priority is for bus operations.

**Question no: 152**

(152) Can the Minister please advise what is the timeline to transition the operation of the Mariyung trains and the majority of intercity passenger services, crew and stations from NSW TrainLink to Sydney Trains?

**Answer:**

I am advised:

(152) The transition of staff and operations from NSW Trains to Sydney Trains will commence mid 2024 with transition activities already underway.

**Question no: 153**

(153) Can the Minister please advise of the Government's plan to establish a long-term growth funding program to improve bus services to underserved communities around the state?

**Answer:**

I am advised:

(153) The NSW Bus Industry Taskforce provided its second report to the Minister for Transport with further recommendations to deliver better bus services, improving reliability and, equity across the state. The NSW Government announced its support for the Taskforce's key recommendations on 22 February 2024.

**Question no: 154**

(154) What are your three goals as Minister for Transport in 2024?

**Answer:**

I am advised:

(154) I am working to deliver a public transport system that is reliable, affordable, accessible and safe.

**Question no: 155**

(155) Can the Minister please provide an update on Transport for NSW undertaking organisational change to become more focused on delivering services by mode, including the agency creating a division headed by a coordinator-general accountable for bus, ferry, and light rail, reporting directly to the secretary?

**Answer:**

I am advised:

(155) In 2024 Transport for NSW is moving towards a Statewide operating model.

The Statewide divisions will bring together key functions, such as policy and road maintenance, as well as reducing handover points across the organisation, reducing duplication, making it easier for stakeholders and industry working with Transport for NSW.

**Question no: 156**

(156) Can the Minister please advise what further measures are being considered to improve bus driver recruitment and retention?

**Answer:**

I am advised:

(156) Operators are actively recruiting drivers, with some implementing apprenticeships and incentive programs to attract new people. Some operators are also offering bonuses to encourage existing drivers to remain and/or work from an alternative depot with a greater driver shortage.

Transport for NSW is working with operators on initiatives to improve the recruitment and retention of drivers. These vary between operators, but include:

- increased and diverse advertising and other measures, to raise the profile of becoming a bus driver, including open days, recruitment stalls at shopping centres and targeted advertising (assisted by Transport).
- enhancing internal recruitment capability together with recruitment advertising campaigns.
- streamlining application and onboarding processes, to minimise time between applications and commencing work. Transport has assisted by providing a prompt processing of driver authority applications.
- sign on and referral bonuses for new and existing staff respectively.
- retention payments and depot specific incentives for existing drivers
- strategies to attract a more gender and culturally diverse workforce, including upgrading depots and facilities, and investigating more flexible rosters.
- introducing free Opal cards to bus drivers and other operational staff.
- rescheduling all non-mandatory training.
- in-house driver trainers (licensed by Transport), to perform licence upgrades for candidates.
- reducing approved annual leave and significant increases in overtime.
- some regional operators have established working groups to focus on additional recruitment and retention strategies.

**Question no: 157**

(157) Can the Minister please provide an update on Transport for NSW investigating ways to better use technology and training so that staff in the Transport Management Centre, marshals and station staff can better coordinate public transport service disruptions?

**Answer:**

I am advised:

(157) Transport for NSW has identified key tactical and strategic focus areas to enhance Transport Management Centre, marshal and station staff's ability to better coordinate public transport service disruptions.

In addition, following the recommendation in the Sydney Trains 2023 Rail Review Interim Report, an opportunity was identified to uplift the digital capability of frontline employees on key mobile applications used for daily operational duties and providing customers with

timely information during disruptions. The Frontline Capability uplift program is a 12-month program focusing on 9 core mobile applications to improve confidence and knowledge leading to a better overall experience for staff and our customers travelling on the network.

The Station and Fare Compliance teams have undertaken refresher training to uplift capabilities to assist passengers during service disruptions and respond more effectively. Further training programs and initiatives are under development.

**Question no: 158**

(158) Can the Minister please provide an update on Transport for NSW reconsidering the way it manages replacement and emergency bussing and progress to establish a team that has the accountability, authority, and capability to deliver contingent buses for major events, planned replacement services and unplanned incidents?

**Answer:**

I am advised:

(158) Recommendations from the NSW Bus Industry Taskforce's First Report are being implemented by Transport for NSW.

**Question no: 159**

(159) Can the Minister please advise whether all Sydney Metro City stations are on track to be completed on schedule?

(a) If not, which stations are not on track and why?

**Answer:**

I am advised:

(159) Sydney Metro City will open in mid 2024.

**Question no: 160**

(160) Can the Minister please advise in what month in 2024 will sections of Martin Place Plaza used during construction will begin reopening to the public?

**Answer:**

I am advised:

(160) Martin Place Plaza is currently on track to open in Q2 2024.

**Question no: 161**

(161) Can the Minister please provide an update on the Sydney Metro Independent Review's analysis of forecast final costs for all projects?

**Answer:**

I am advised:

(161) The final report of the Sydney Metro Independent Review was released in December 2023.

**Question no: 162**

(162) Can the Minister please provide an update on the Sydney Metro Independent Review's assessment of the impacts of the current Australian infrastructure market and capacity?

**Answer:**

I am advised:

(162) The final report of the Sydney Metro Independent Review was released in December 2023.

**Question no: 163**

(163) Can the Minister please provide an update on the priorities for future extensions identified by the Sydney Metro Independent Review?

**Answer:**

I am advised:

(163) The final report of the Sydney Metro Independent Review was released in December 2023.

**Question no: 164**

(164) Can the Minister please provide an update on the findings from the real time monitoring of region 10 bus services?

**Answer:**

I am advised:

(164) Since July 2023, Transport for NSW has been closely monitoring U-Go Mobility network and performance and responding to operational issues including driver shortages, attendance and service delivery through regular operational meetings occurring with senior executives.

Stabilisation and Cure plans were put in place to uplift performance and improve driver shortages. Transport for NSW closely monitored and measured U-Go Mobility performance against these plans.

U-Go Mobility actively recruited bus drivers to achieve a full complement of required drivers and a 0.0% vacancy rate since 19 January 2024.

In January 2024 U-Go Mobility recorded an On Time Running result of 94.9% compared to a target of 95% and achieved a trip cancellation rate of 0.44% against a target of 0.50%.

**Question no: 165**

(165) Can the Minister please advise on what date in 2023 that a full test trip from Tallawong to Sydenham replicating operational journey times took place?

**Answer:**

I am advised:

(165) A full trip replicating operational journey times occurred on the weekend of 16-17 December 2023.

**Question no: 166**

(166) Can the Minister please advise what is involved in the "integration mode testing" phase for the new twin metro tunnels to Sydenham?

**Answer:**

I am advised:

(166) Integration mode testing involves connecting all the systems and interfaces to create a single railway, including trains, signalling, communications, power control, radio, track and overhead wire. This ensures the network can connect seamlessly from the existing North West Metro to the new Sydney Metro City & Southwest section.

**Question no: 167**

(167) Can the Minister please advise to what extent the total 11,000 hours of testing of new metro tunnels to Sydenham has been completed?

**Answer:**

I am advised:

(167) Approximately 8,000 hours of testing has been completed.

**Question no: 168**

(168) Can the Minister please advise whether she held discussions with the Rail Tram and Bus Union regarding the manufacturing of ferries in NSW prior to the granting of a construction contract to Tasmanian company Richardson Devine Marine Constructions?

**Answer:**

I am advised:

(168) Ministerial diaries are disclosed in accordance with the Premier's Memorandum M2015-05-Publication of Ministerial Diaries and Release of Overseas Travel Information.

**Question no: 169**

(169) Can the Minister please advise whether she held discussions with the Maritime Union of Australia, Australian Institute of Marine and Power Engineers or Australian Maritime Officers Union regarding the manufacturing of ferries in NSW prior to the granting of a construction contract to Tasmanian company Richardson Devine Marine Constructions?

**Answer:**

I am advised:

(169) Ministerial diaries are disclosed in accordance with the Premier's Memorandum M2015-05-Publication of Ministerial Diaries and Release of Overseas Travel Information.

**Question no: 170**

(170) What is the progress on the construction of new ferries for the Parramatta River?

**Answer:**

I am advised:

(170) The first of the New Parramatta River Ferries, the Frances Bodkin, has been completed and is currently undergoing testing in Hobart.

The second vessel is nearing completion and will be launched for trials in coming months.

Vessels 3 and 4 are currently under construction in Hobart.

**Question no: 171**

(171) Will the Minister be visiting Hobart to inspect the construction?

**Answer:**

I am advised:

(171) Where a Minister, or employee of the Minister's office undertakes travel, travel is taken in accordance with the NSW government travel policy and the Ministers' Office Handbook. The Premier's Department website also details PD\_A5842315, "Domestic and international travel of NSW Ministers and their offices" that has been released under the Government Information (Public Access) Act 2009. Official travel is taken in accordance with the NSW Government travel policy. Travel costs are publicly available in Annual Reports.

**Question no: 172**

(172) Can the Minister provide any updates in relation to the lightship displacement for each of the following ferries, that are either owned by Transport for NSW or chartered, that operate in the Sydney Ferries network?

- (a) Alexander
- (b) Balmoral
- (c) Borrowdale
- (d) Bungaree
- (e) Catherine Hamlin
- (f) Charlotte
- (g) Cheryl Salisbury
- (h) Clontarf
- (i) Collaroy
- (j) Dawn Fraser
- (k) Esme Timbery
- (l) Ethel Turner
- (m) Evonne Goolagong
- (n) Fairlight
- (o) Fishburn
- (p) Fred Hollows
- (q) Freshwater
- (r) Friendship
- (s) Golden Grove
- (t) Kurt Fearnley
- (u) Lauren Jackson
- (v) Liz Ellis
- (w) Louise Sauvage
- (x) Margaret Olley
- (y) Marjorie Jackson
- (z) Marlene Mathews
- (aa) Mary Reibey
- (bb) May Gibbs
- (cc) Me-Mel
- (dd) Narrabeen
- (ee) (ee) Nicole Livingstone
- (ff) Olive Cotton
- (gg) Pam Burridge
- (hh) Pemulwuy
- (ii) Queenscliff
- (jj) Ruby Langford

(kk) Ruth Park  
 (ll) Scarborough  
 (mm) Shane Gould  
 (nn) Sirius  
 (oo) SuperCat 4  
 (pp) Supply  
 (qq) Victor Chang  
 (rr) Violet Mckenzie

**Answer:**

I am advised:

The table below provides the vessel type, name of the vessel, maximum operating displacement tonnes, and the lightship tonnes.

Vessel Type	Name	Max Displacement Tonnes	Lightship Tonnes
Freshwater	FRESHWATER	1153	916
Freshwater	QUEENSCLIFF	1153	916
Freshwater	COLLARROY	1329	973
Freshwater	Narrabeen	1175	916
First Fleet	ALEXANDER	115	74
First Fleet	BORROWDALE	114	73
First Fleet	CHARLOTTE	105	70
First Fleet	FISHBURN	111	75
First Fleet	FRIENDSHIP	115	74
First Fleet	GOLDEN GROVE	105	70
First Fleet	SCARBOROUGH	105	70
First Fleet	SIRIUS	101	66
First Fleet	SUPPLY	105	69
RiverCat	DAWN FRASER	63	46
RiverCat	BETTY CUTHBERT	64	40
RiverCat	EVONNE GOOLAGONG	68	44
RiverCat	MARJORIE JACKSON	68	44
RiverCat	MARLENE MATHEWS	65	41
RiverCat	NICOLE LIVINGSTONE	61	47
RiverCat	SHANE GOULD	67	43
HarbourCat	ANNE SARGEANT	42	27
HarbourCat	PAM BURRIDGE	41	28
SuperCat	LOUISE SAUVAGE	78	53
SuperCat	SUPERCAT 4	79	54
SuperCat	SUSIE O'NEILL	78	52
SuperCat	Saint Mary MacKillop	78	53
Emerald Gen 1	CATHERINE HAMLIN	118	73
Emerald Gen 1	FRED HOLLOWES	118	73
Emerald Gen 1	VICTOR CHANG	118	73

Emerald Gen 1	PEMULWUY	118	73
Emerald Gen 1	BUNGAREE	118	73
Emerald Gen 1	MAY GIBBS	118	73
Emerald Gen 2	BALMORAL	125	79
Emerald Gen 2	CLONTARF	125	79
Emerald Gen 2	FAIRLIGHT	125	79
Riverclass	ESME TIMBERY	52	31
Riverclass	MARGARET OLLEY	52	31
Riverclass	ETHEL TURNER	52	31
Riverclass	RUBY LANGFORD GINIBI	52	31
Riverclass	LAUREN JACKSON	52	31
Riverclass	LIZ ELLIS	52	31
Riverclass	RUTH PARK	52	31
Riverclass	KURT FEARNLEY	52	31
Riverclass	OLIVE COTTON	52	31
Riverclass	CHERYL SALISBURY	52	31
MiniCat	ME-MEL	20	13

**Question no: 173**

(173) Can the Minister provide any updates in relation to the maximum operating displacement for each of the following ferries, that are either owned by Transport for NSW or chartered, that operate in the Sydney Ferries network?

- (a) Alexander
- (b) Balmoral
- (c) Borrowdale
- (d) Bungaree
- (e) Catherine Hamlin
- (f) Charlotte
- (g) Cheryl Salisbury
- (h) Clontarf
- (i) Collaroy
- (j) Dawn Fraser
- (k) Esme Timbery
- (l) Ethel Turner
- (m) Evonne Goolagong
- (n) Fairlight
- (o) Fishburn
- (p) Fred Hollows
- (q) Freshwater
- (r) Friendship
- (s) Golden Grove
- (t) Kurt Fearnley
- (u) Lauren Jackson
- (v) Liz Ellis
- (w) Louise Sauvage
- (x) Margaret Olley
- (y) Marjorie Jackson
- (z) Marlene Mathews
- (z) Mary Reibey

- (aa) May Gibbs
- (bb) Me-Mel
- (cc) Narrabeen
- (dd) Nicole Livingstone
- (ee) Olive Cotton
- (ff) Pam Burridge
- (gg) Pemulwuy
- (hh) Queenscliff
- (ii) Ruby Langford
- (jj) Ruth Park
- (kk) Scarborough
- (ll) Shane Gould
- (mm) Sirius
- (nn) SuperCat 4
- (oo) Supply
- (pp) Victor Chang
- (qq) Violet Mckenzie

**Answer:**

I am advised:

(173) I refer you to the response to Supplementary Question 172.

**Question no: 174**

(174) Can the Minister provide any updates in relation to the maximum vessel displacement that each berth at the following wharves in the Sydney Ferries network is certified for?

- (a) Circular Quay
- (b) Manly
- (c) Taronga Zoo
- (d) Milsons Point
- (e) McMahons Point
- (f) Barangaroo
- (g) Balmain East
- (h) Balmain
- (i) Cockatoo Island
- (j) Drummoyne
- (k) Huntleys Point
- (l) Chiswick
- (m) Abbotsford
- (n) Cabarita
- (o) Kissing Point
- (p) Meadowbank
- (q) Sydney Olympic Park
- (r) Rydalmere
- (s) Parramatta
- (t) Pyrmont Bay
- (u) Kirribilli
- (v) North Sydney
- (w) Neutral Bay
- (x) Kurraba Point
- (y) Cremorne Point
- (z) South Mosman
- (aa) Old Cremorne

- (bb) Mosman Bay
- (cc) Garden Island
- (dd) Darling Point
- (ee) Double Bay
- (ff) Birchgrove
- (gg) Greenwich Point
- (hh) Woolwich
- (ii) Rose Bay
- (jj) Watsons Bay
- (kk) Blackwattle Bay

**Answer:**

I am advised:

The table below is extracted from a “Live Document” where maximum vessel displacement tonnage assessments are carried out by a consultant and updated. This is an ongoing project and those updated are reflected below.

**LEGEND:**

Assessment recently completed

Under assessment - requested

Upgraded wharves assessed at completion

	Wharf Name	Maximum Displacement (t)	Date of Assessment
a	Circular Quay One (Main)	1400	Feb-24
	Circular Quay One (Eastern Pontoon South)	5	Dec-23
	Circular Quay One (Eastern Pontoon North)	5	Dec-23
	Circular Quay No 2	400	Unknown
	Circular Quay No 3	1329	Unknown
	Circular Quay No 4	400	Unknown
	Circular Quay No 5	400	Unknown
	Circular Quay No 6	1200	Unknown
b	Manly 2 (Main Wharf) - East	1329	Unknown
	Manly 1 (Main Wharf) - West	1329	Unknown
	Manly 3 (Wharf East)	100	Oct-23
	Manly 3 (Wharf East) - SW Face	3.6T	Oct-23
c	Taronga Zoo	400	Unknown
d	Milsons Point - Luna Park (West)	400	Nov-17
e	McMahons Point - Henry Lawson Avenue	400	Oct-16
f	Barangaroo - Wharf 1	400	Jun-17
	Barangaroo - Wharf 2	400	Jul-17
g	Balmain East- Darling Street	400	Jun-15
h	Balmain - Thames Street	400	Feb-13
i	Cockatoo Island	400	Aug-17
j	Drummoyne - Wolseley Street	400	Sep-14
k	Huntleys Point (New)	400	Apr-13
l	Chiswick - Bortfield Drive	200	Jul-17

m	Abbotsford - Great North Road	200	Jun-18
n	Cabarita Point	200	Dec-18
o	Kissing Point - Kissing Point Park	200	Dec-20
p	Meadowbank	200	May-16
q	Sydney Olympic Park (Homebush Bay - Benelong Road)	400	May-15
r	Rydalmere - John Street	200	Mar-19
s	Parramatta - Charles Street	200	Oct-19
t	Pyrmont Bay Wharf	400	Sep-15
u	Kirribilli - Holbrook Avenue	200	Unknown
v	North Sydney - High Street	200	Jun-22
w	Neutral Bay - Hayes Street	400	Aug-12
x	Kurraba Point - Kurraba Road	125	Feb-24
y	Cremorne Point - Milson Road	400	Feb-15
z	Mosman South - Musgrave Street	400	Unknown
aa	Old Cremorne - Green Street	125	Jan-24
bb	Mosman Bay - Avenue Road	400	Oct-14
cc	Garden Island	Wharf not maintained by TfNSW. It is Federal Government's Property.	
dd	Darling Point - McKell Park	100	Nov-23
ee	Double Bay - Bay Street	400	Dec-23
ff	Birchgrove - Louisa Road	200	Apr-18
gg	Greenwich Point Wharf - Mitchell Street	100	Dec-23
hh	Woolwich - Valentia Street	200	Sep-20
ii	Rose Bay- Lyne Park (New)	400	Sep-12
jj	Watsons Bay - Military Road (South)	200	Unknown
	Watsons Bay - Military Road (West)	100	Unknown
kk	Blackwattle Bay	Wharf not maintained by TfNSW. It is maintained by the Local Council.	

**Question no: 175**

(175) Since February 2024, what maintenance has occurred on each of the following wharves in the Sydney Ferries network? If so, what dates did this maintenance occur?

- (a) Circular Quay
- (b) Manly
- (c) Taronga Zoo
- (d) Milsons Point
- (e) McMahons Point
- (f) Barangaroo
- (g) Balmain East
- (h) Balmain
- (i) Cockatoo Island
- (j) Drummoyne
- (k) Huntleys Point
- (l) Chiswick
- (m) Abbotsford
- (n) Cabarita
- (o) Kissing Point
- (p) Meadowbank
- (q) Sydney Olympic Park

- (r) Rydalmere
- (s) Parramatta
- (t) Pyrmont Bay
- (u) Kirribilli
- (v) North Sydney
- (w) Neutral Bay
- (x) Kurraba Point
- (y) Cremorne Point
- (z) South Mosman
- (aa) Old Cremorne
- (bb) Mosman Bay
- (cc) Garden Island
- (dd) Darling Point
- (ee) Double Bay
- (ff) Birchgrove
- (gg) Greenwich Point
- (hh) Woolwich
- (ii) Rose Bay
- (jj) Watsons Bay
- (kk) Blackwattle Bay

**Answer:**

I am advised:

(175) Wharf inspections are carried out fortnightly to all wharfs. Following inspections, work orders are provided based on inspection findings which are then actioned the following month pending criticality.

**Question no: 176**

(176) Since February 2024, have any of the following wharves been temporarily closed due to maintenance? If so, what dates were the wharves closed?

- (a) Circular Quay
- (b) Manly
- (c) Taronga Zoo
- (d) Milsons Point
- (e) McMahons Point
- (f) Barangaroo
- (g) Balmain East
- (h) Balmain
- (i) Cockatoo Island
- (j) Drummoyne
- (k) Huntleys Point
- (l) Chiswick
- (m) Abbotsford
- (n) Cabarita
- (o) Kissing Point
- (p) Meadowbank
- (q) Sydney Olympic Park
- (r) Rydalmere
- (s) Parramatta
- (t) Pyrmont Bay
- (u) Kirribilli
- (v) North Sydney
- (w) Neutral Bay

- (x) Kurraba Point
- (y) Cremorne Point
- (z) South Mosman
- (aa) Old Cremorne
- (bb) Mosman Bay
- (cc) Garden Island
- (dd) Darling Point
- (ee) Double Bay
- (ff) Birchgrove
- (gg) Greenwich Point
- (hh) Woolwich
- (ii) Rose Bay
- (jj) Watsons Bay
- (kk) Blackwattle Bay

**Answer:**

I am advised:

(176) Kurraba Point was temporarily closed for maintenance from 1 to 24 February 2024.

**Question no: 177**

(177) Since 28 March 2023, has maintenance or upgrades resulted in a decrease in the maximum vessel displacement that any of the following wharves are certified for?

- (a) Circular Quay
- (b) Manly
- (c) Taronga Zoo
- (d) Milsons Point
- (e) McMahons Point
- (f) Barangaroo
- (g) Balmain East
- (h) Balmain
- (i) Cockatoo Island
- (j) Drummoyne
- (k) Huntleys Point
- (l) Chiswick
- (m) Abbotsford
- (n) Cabarita
- (o) Kissing Point
- (p) Meadowbank
- (q) Sydney Olympic Park
- (r) Rydalmere
- (s) Parramatta
- (t) Pyrmont Bay
- (u) Kirribilli
- (v) North Sydney
- (w) Neutral Bay
- (x) Kurraba Point
- (y) Cremorne Point
- (z) South Mosman
- (aa) Old Cremorne
- (bb) Mosman Bay
- (cc) Garden Island
- (dd) Darling Point
- (ee) Double Bay

- (ff) Birchgrove
- (gg) Greenwich Point
- (hh) Woolwich
- (ii) Rose Bay
- (jj) Watsons Bay
- (kk) Blackwattle Bay

**Answer:**

I am advised:

(177) An assessment in November 2023 reduced the capacity of Kurraba Point wharf to 50T (previously 100T). Upgrade and repair works commenced in January 2024 and were completed in February 2024 to upgrade the capacity to 125T (to match Transdev's latest new ferry specifications).

**Question no: 178**

(178) Since February 2024, what vessel classes typically operate each of the following routes in the Sydney Ferries network?

- (a) F1 Manly
- (b) F2 Taronga Zoo
- (c) F3 Parramatta River
- (d) F4 Pyrmont Bay
- (e) F5 Neutral Bay
- (f) F6 Mosman Bay
- (g) F7 Double Bay
- (h) F8 Cockatoo Island
- (i) F9 Watsons Bay
- (j) F10 Blackwattle Bay

**Answer:**

I am advised:

(178) Since February 2024, the following vessel classes typically operate each of the following routes in the Sydney Ferries network:

- (a) F1 Manly - Second Generation Emerald Class, Freshwater
- (b) F2 Taronga Zoo – First Fleet
- (c) F3 Parramatta River –RiverClass, RiverCat
- (d) F4 Pyrmont Bay – First Generation Emerald Class, First Fleet
- (e) F5 Neutral Bay – First Fleet
- (f) F6 Mosman Bay – First Fleet
- (g) F7 Double Bay – First Fleet
- (h) F8 Cockatoo Island – RiverCat, First Fleet
- (i) F9 Watsons Bay – First Generation Emerald Class
- (j) F10 Blackwattle Bay - MiniCat

**Question no: 179**

(179) What vessel classes are certified to operate each of the following routes in the Sydney Ferries network?

- (a) F1 Manly
- (b) F2 Taronga Zoo
- (c) F3 Parramatta River
- (d) F4 Pyrmont Bay
- (e) F5 Neutral Bay
- (f) F6 Mosman Bay

- (g) F7 Double Bay
- (h) F8 Cockatoo Island
- (i) F9 Watsons Bay
- (j) F10 Blackwattle Bay

**Answer:**

I am advised:

(179) The following vessel classes are certified to operate each of the following routes in the Sydney Ferries network:

- (a) F1 Manly – Freshwater, Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass – some vessels subject to swell height restrictions and RiverClass not currently internally endorsed by Transdev Sydney Ferries.
- (b) F2 Taronga Zoo – Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (c) F3 Parramatta River - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass – some vessels subject to depth restrictions, speed of vessel limits use on timetable services for some vessels
- (d) F4 Pyrmont Bay - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (e) F5 Neutral Bay - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (f) F6 Mosman Bay - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (g) F7 Double Bay - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (h) F8 Cockatoo Island - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass
- (i) F9 Watsons Bay - Emerald Gen I, Emerald Gen II, First Fleet, SuperCat, RiverCat, RiverClass – some vessels subject to service speed restriction
- (j) F10 Blackwattle Bay - Mincat/Me-Mel.

**Question no: 180**

(180) Since January 2024, have vessels been chartered to operate services for the following routes?

If so, what are the names of each vessel?

- (a) F1 Manly
- (b) F2 Taronga Zoo
- (c) F3 Parramatta River
- (d) F4 Pyrmont Bay
- (e) F5 Neutral Bay
- (f) F6 Mosman Bay
- (g) F7 Double Bay
- (h) F8 Cockatoo Island
- (i) F9 Watsons Bay
- (j) F10 Blackwattle Bay

**Answer:**

I am advised:

(180) Transdev Sydney Ferries charters vessels, if required, to operate on various routes and does not usually hire for a specific route. This is applicable for all routes except F1 and F10 where there were no charters used during January and February 2024.

Vessels used on other routes include:

- Annabelle Rankin

- Mary Reibey
- Rocket Megan
- Violet Mackenzie

**Question no: 181**

(181) Since January 2024, what has been the cost of chartering vessels to operate each of the following routes in the Sydney Ferries network?

- (a) F1 Manly
- (b) F2 Taronga Zoo
- (c) F3 Parramatta River
- (d) F4 Pyrmont Bay
- (e) F5 Neutral Bay
- (f) F6 Mosman Bay
- (g) F7 Double Bay
- (h) F8 Cockatoo Island
- (i) F9 Watsons Bay
- (j) F10 Blackwattle Bay

**Answer:**

I am advised:

(181) The costs associated with chartering vessels have been managed from within existing agency resources.

**Question no: 182**

(182) In relation to your Qantas Chairman's Lounge:

- (a) How many times since 28 March 2023 have you used the lounge?
- (b) Have you ever discussed this with Qantas executives?

**Answer:**

I am advised:

(182) Membership of the Qantas Chairmans Club has been declared via both Parliamentary Ordinary Return and the Ministerial gifts register. Ministerial diaries are disclosed in accordance with the Premier's Memorandum M2015-05-Publication of Ministerial Diaries and Release of Overseas Travel Information.

**Question no: 183**

(183) How many senior executive service employees were employed by each Department/agency within your portfolio responsibilities on:

- (a) 28 March 2023?
- (b) 1 July 2023?
- (c) 1 January 2024?

**Answer:**

I am advised:

(183) Information regarding senior executives is publicly available in Annual Reports.

**Question no: 184**

(184) What position received the highest remuneration at Transport for NSW as at 30 June 2023?

**Answer:**

I am advised:

(184) Information about senior executive remuneration is publicly available in Annual Reports.

Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

**Question no: 185**

(185) How many individuals were employed as internal legal counsel by each Department/agency within your portfolio responsibilities on:

- (a) 1 July 2023?
- (b) 1 January 2024?

**Answer:**

I am advised:

(185) Staff numbers are included in the department's annual report each year. Staff numbers undertaking internal legal counsel activities are commensurate with need and can go up or down as required.

Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

**Question no: 186**

(186) What is the expenditure on internal legal counsel employees employed by each Department/agency within your portfolio responsibilities 1 January 2024?

**Answer:**

I am advised:

(186) Staff numbers are included in the department's Annual Report each year. Staff numbers undertaking internal legal counsel activities are commensurate with need and can go up or down as required.

Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

**Question no: 187**

(187) How many redundancies were processed by each Department/agency within your Portfolio responsibilities since 28 March 2023?

- (a) Of these redundancies, how many were:
  - i. Voluntary
  - ii. Forced

(b) What was the total cost of all redundancies in each Department/agency within your portfolio responsibilities?

**Answer:**

I am advised:

(187) Redundancies are published in Annual Reports under employee related expenses.

**Question no: 188**

(188) Is any former employee from your ministerial office now employed by any Department/agency within your portfolio responsibilities?

**Answer:**

I am advised:

(188) The employment of former Ministerial office staff is not tracked. Ministerial office staff must comply with their ethical obligations under the NSW Office Holder's Staff Code of Conduct, including after the cessation of the employment.

**Question no: 189 and 190**

(189) How many staff were dismissed from each Department/agency under your portfolio responsibilities since August 2023?

(190) Without identifying individuals, what were the reason(s) for each dismissal?

**Answer:**

I am advised:

(189) and (190) The termination of an employee is treated confidentially and is managed in accordance with the Government Sector Employment Act 2013 and relevant accompanying policies.

**Question no: 191**

(191) How many employees in each Department/agency within your portfolio responsibilities are working in an 'acting' capacity?

**Answer:**

I am advised:

(191) Internal mobility is encouraged and acting arrangements are supported as part of the Department's Performance Development Framework.

**Question no: 192**

(192) What is the average number of days worked from home by employees in each Department/Agency within your portfolio responsibilities?

**Answer:**

I am advised:

(192) Transport for NSW continues to employ a hybrid working model based on corporate and operational needs.

**Question no: 193**

(193) Do any senior executive service employees in any of the Departments/agencies under your portfolio responsibilities have a driver that is paid for by the Department/agency?

(a) If so, what is the number of senior executive service employees that have a driver, and which senior executive service employees have a driver?

(b) How much was spent on these drivers since August 2023?

**Answer:**

I am advised:

(193) No senior executive service employees have a dedicated driver.

**Question no: 194**

(194) Since August 2023, how much has been spent on charter air flights by your portfolio agencies, broken down by agency?

**Answer:**

I am advised:

(194) All domestic and international travel bookings for official business must be made through the NSW Government's approved travel management supplier. Official travel is taken in accordance with the NSW Government travel policy, which is publicly available online.

**Question no: 195 and 196**

(195) Since August 2023, how much has been spent on domestic flights by your portfolio agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(b) Of these, how many flights were taken in first class?

(196) Since 28 March 2023, how much has been spent on international flights by your portfolio agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(b) Of these, how many flights were taken in first class?

**Answer:**

I am advised:

(195) & (196) Official travel is taken in accordance with the NSW Government travel policy, which is publicly available online.

Travel costs for period 28 March 2023 to 30 June 2023 are publicly available in the 2023-23 Annual Report. Travel costs for period 1 July 2023 to 30 June 2024 will be available once the 2023-24 Annual Report is released.

**Question no: 197**

(197) What was the total expenditure since August 2023 by each Department/agency within your portfolio responsibilities on:

(a) Taxi hire?

(b) Ridesharing services?

(c) Limousine/private car hire?

(d) Hire car rental?

**Answer:**

I am advised:

(197) These items are contained within the travel costs category in Annual Reports. Travel costs for period 28 March 2023 to 30 June 2023 are publicly available in the 2023-23 Annual Report. Travel costs for period 1 July 2023 to 30 June 2024 will be available once the 2023-24 Annual Report is released.

**Question no: 198**

(198) How much has your ministerial office spent on hospitality, including catering and beverages, since July 2023

**Answer:**

I am advised:

(198) Catering provided for official purposes may be funded from the Ministerial office budget. As Members of Parliament, Ministers have credit facilities extended to them for dining and hospitality at Parliament House. The facilities may be used for business or private purposes.

**Question no: 199**

(199) How much have Departments/agencies within your portfolio responsibilities spent on hospitality, including catering and beverages, since August 2023?

**Answer:**

I am advised:

(199) Hospitality costs, including catering and beverages are contained within the Other Operating Expenses note of the audited financial statements within the Department / Agency's Annual Report.

**Question no: 200**

(200) Have you been the recipient of any free hospitality?  
(a) What was the total value of the hospitality received?

**Answer:**

I am advised:

(200) Ministers are required to declare to the Secretary of TCO certain gifts and hospitality with a market value of more than \$500 under Part 4 of the Schedule to the Ministerial Code.

This is a continuous obligation for which Ministers are personally responsible. I comply with my obligations under Part 4 of the Schedule to the Ministerial Code.

**Question no: 201**

(201) Have any staff members in your office been the recipient of any free hospitality?  
(a) What was the total value of the hospitality received?  
(b) Are these gifts of hospitality declared publicly?  
(c) Do staff declare their gifts publicly?

**Answer:**

I am advised:

(201) All Ministerial staff are required to comply with their disclosure obligations under the Gifts, Hospitality and Benefits Policy for Office Holder Staff and I expect them to do so. The Policy includes disclosure obligations for Ministerial staff in respect of gifts, hospitality and benefits over \$150. These disclosures are kept on the Office Holder's Register of Gifts and Benefits.

If a Ministerial staff member is required by their role to accompany their Office Holder at an event that the Office Holder is attending as the State's representative, or where the Office Holder has asked the staff member to attend, then attendance at that event would not constitute a gift or benefit for the purposes of the Policy.

**Question no: 202**

(202) Has your Ministerial car been subject to any traffic or parking fines?  
(a) If so, please provide details of each fine?  
(b) Who was driving the car at the time of each incident?  
(c) Who paid any of the fines?

**Answer:**

I am advised:

(202) This matter is the subject of a Government Information (Public Access) Act 2009 (GIPA) (Cross-14) release, reference number PD\_A5881802 that can be found on the Premier's Department disclosure log.  
Where a fine is incurred the payment of the fine is the responsibility of the driver of the vehicle.

**Question no: 203**

(203) Has your Ministerial car been pulled over by the police?  
(a) If so, who was driving the car?

**Answer:**

I am advised:

(203) The department does not record these types of events.

**Question no: 204**

(204) Has your Ministerial car been in any road accidents?  
(a) If so, when and why?  
(b) Who was the driver?  
(c) What was the total cost incurred?

**Answer:**

I am advised:

(204) No.

**Question no: 205**

(205) Has the Minister been the subject of any workplace complaints, including bullying, harassment, and sexual harassment?

**Answer:**

I am advised:

(205) Any complaint or disclosure made under the Respectful Workplace Policy is confidential. The Respectful Workplace Policy applies to all Ministerial Offices and staff and is published on the Cabinet Office's Website. As noted in the Goward review, a key aspect of effective workplace complaint policies is confidentiality in the complaint and investigation process. Confidentiality ensures that staff feel safe about raising concerns and confident that action will be taken in response.

**Question no: 206**

(206) Since August 2023, how many consultancy contracts have been signed in your portfolio agencies, broken down by agency?  
(a) What was the individual amount of each contract?  
(b) What is the purpose of each contract?

- (c) Who was the contract with?  
(d) Did the contract go to a competitive tender?

**Answer:**

I am advised:

(206) Details of consultant engagements are contained in agency/department annual reports. Details for the period August 2023 to March 2024 will form part of the 2023-24 agency/department annual reports.

**Question no: 207**

(207) Have any Department/agencies within your portfolio responsibilities engaged any consultants to provide the following services or advice since August 2023:

- (a) Social media?  
i. What were the cost of these services?  
(b) Photography?  
i. What were the cost of these services?  
(c) Videography?  
i. What were the cost of these services?  
(d) Acting training?  
i. What were the cost of these services?  
(e) Ergonomics?  
i. What were the cost of these services?

**Answer:**

I am advised:

(207) Financial Statements, including legal, consulting, travel related expenses and any other general costs from third party service providers, are contained in agency/department annual reports. Details for the period August 2023 to March 2024 will form part of the 2023-24 agency/department annual reports.

**Question no: 208**

(208) How much did the Department/agencies within your portfolio responsibilities spend in legal costs since August 2023?

- (a) For what specific purposes or matters was legal advice sought?

**Answer:**

I am advised:

(208) Information about the NSW Government legal spend is publicly available on the NSW Government Legal Services Annual Report on the Department of Communities and Justice website.

Legal spend for the 2023-24 Financial Year will be published at the conclusion of the financial year, once data has been validated.

**Question no: 209**

(209) For each department, statutory agency and/or other body in the Minister's portfolio please report:

- (a) How many credit cards are currently on issue for staff?  
i. Please provide a break-down of this information by grade  
(b) What was the value of the largest reported purchase on a credit card for the last year?  
(c) What was each largest reported purchase for?

- (d) What was the largest amount outstanding on a single card at the end of a payment  
(e) period  
(f) and what was the card holder's employment grade?  
(g) How many credit cards have been reported lost or stolen?  
i. What was the cost to replace them?  
(h) How many credit card purchases were deemed to be illegitimate or contrary to agency policy?  
i. What was the total value of those purchases?  
ii. How many purchases were asked to be repaid on the basis that they were illegitimate or contrary to agency policy and what was the total value thereof?  
iii. Were all those amounts repaid?  
iv. If no, how many were not repaid, and what was the total value thereof?  
(i) What was the largest purchase that was deemed illegitimate or contrary to agency policy and asked to be repaid, and what was the cardholder's employment grade?  
i. What amount was repaid, in full?  
ii. What amount was left unpaid?  
(j) Are any credit cards currently on issue connected to rewards schemes?  
i. Do staff receive any personal benefit as a result of those reward schemes?  
ii. Can a copy of the staff credit card policy please be provided?

**Answer:**

I am advised:

(209) The use and management of purchasing (credit) cards for official purposes is in accordance with the Transport for NSW Purchasing Card Policy which is publicly available on the Transport for NSW website.

**Question no: 210**

- (210) How much has each Department/agency within your portfolio responsibilities spent on advertising or sponsored posts since August 2023 on the following social media platforms:  
(a) Facebook  
(b) Instagram  
(c) LinkedIn  
(d) TikTok  
(e) YouTube  
(f) WhatsApp  
(g) X (formerly known as Twitter)

**Answer:**

I am advised:

(210) Department and agency expenditure on advertising is published in Annual Reports and on OpenGov NSW.

**Question no: 211**

(211) How many media or public relations advisers are employed for each of your portfolio agencies and what is the total cost to employ these advisers?

**Answer:**

I am advised:

(211) Staff numbers are included in the department's annual report each year. Staff numbers undertaking media or public relations activities are commensurate with need and can go up or down as required.

Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report.

**Question no: 212**

(212) What is the average salary for staff members in your ministerial office since August 2023?

**Answer:**

I am advised:

(212) Ministerial staff numbers and grades are published on the NSW Government website.