

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS1

QUESTION:

1. During the Budget Estimates hearing, you told The Hon. Daniel Mookhey MLC “Don’t ever catch one”, referring to the Sydney Light Rail. The Hon. Daniel Mookhey MLC then asked “Am I the only person who is barred from using it?” and you replied “Just members of the Labor Party”. Regarding this exchange:

- (a) Is the Premier aware of your plans to ban a Member of Parliament and members of the Labor Party from using the Sydney Light Rail?
- (b) How do you plan to enforce this ban?
 - i. Will Transport for NSW transit officers be required to enforce this ban?
 - ii. Will Transport for NSW light rail drivers be required to enforce this ban?
 - iii. Will the NSW Police Force Police Transport Command be required to enforce this ban?
- (c) What is the maximum penalty for violating this ban?
- (d) Will a transit officer or police officer face disciplinary action if they refuse to enforce this ban?
 - i. Could a transit officer or police officer lose their job for refusing to enforce this ban?
- (e) How will Transport for NSW or NSW Police identify if a commuter is a member of the Labor Party?
- (f) When does the ban come into effect?
- (g) Is this a lifetime ban?
- (h) Was the ban put to Cabinet?
- (i) Was the Police Minister, Attorney General or Premier consulted prior to your statement on the ban?
- (j) Have you requested or received legal advice regarding this ban?
 - i. Is this legal?
 - ii. Is this constitutional?
 - iii. Does this violate the International Covenant on Civil and Political Rights?
 - iv. What is the cost of all legal advice received?
- (k) Will this apply to members of the Australian Labor Party or just members of the NSW branch of the Labor Party?
- (l) Has Transport for NSW conducted modelling on the financial impact of banning Labor Party members from using the Sydney Light Rail?
- (m) Will there be public consultation prior to this ban coming into effect?
- (n) If there is a public consultation, will Labor Party members be permitted to make submissions?
- (o) Why do you think Budget Estimates is a joke?
- (p) Will you commit to never again make absurd statements during Budget Estimates?

ANSWER:

I am advised:

- 1a-n. I refer you to my response in the hearing
- o. Because of supplementary questions like this.
- p. That depends on whether absurd questions are asked.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS2 – TS11

QUESTION:

2. What are the benefits of the Central Station East West concourse?
(a) Can you outline the project?
3. Is the Central Station East West concourse included in the budget for the Sydney Metro CBD and Southwest?
4. Does the Central Station East West concourse interchange with the Central Station platform as part of the Sydney Metro CBD and Southwest?
5. When will the Central Station East West concourse be finished?
6. When will the Central Station East West concourse construction begin?
7. In what year will funding begin for the Central Station East West concourse?
8. What is the cost of the Central Station East West concourse?
9. Has any money been set aside for the Central Station East West concourse?
(a) If so, what budget will fund the project?
(b) If so, what line item in the NSW budget shows the Central Station East West concourse?
10. Was the Estimated Total cost of the Central Station East West concourse ever \$445 million?
(a) If so, when?
11. Was the Estimated Total cost of the Central Station East West concourse ever ~\$1.2 billion?
(a) If so, when?

ANSWER:

I am advised:

There is currently no project being delivered by the NSW Government known as 'Central Station east-west concourse'.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS12 – TS21

QUESTION:

12. What are the benefits of the Circular Quay Precinct Renewal?
(a) Can you outline the project?
13. When will the Circular Quay Precinct Renewal be finished?
14. When will the Circular Quay Precinct Renewal construction begin?
15. In what year will funding begin for the Circular Quay Precinct Renewal?
16. In September 2015, \$200m was promised from Restart NSW for the Circular Quay Precinct Renewal. Why does the Circular Quay Precinct Renewal not appear anywhere in the Reservations or Commitments under Restart NSW in the NSW Budget?
17. What is the cost of the Circular Quay Precinct Renewal?
18. Is the Circular Quay Precinct Renewal fully funded?
(a) If so, under what budget?
19. Was the Estimated Total cost of the Circular Quay Precinct Renewal ever \$200 million?
(a) If so, when?
20. Was the Estimated Total cost of the Circular Quay Precinct Renewal \$600 million?
(a) If so, when?
21. How much has been spent on animation for the Circular Quay Precinct Renewal?

ANSWER:

I am advised:

12-20. Circular Quay Renewal will create a modern and sustainable transport interchange, refreshing tired infrastructure and making it disability accessible and compliant with the Disability Discrimination Act.

A Strategic Business Case is currently being prepared. When the Strategic Business Case is completed, the design and delivery program for Circular Quay Renewal will be finalised. The outcome of this Business Case will also inform the cost to Government to upgrade the wharves and interchange.

Preliminary funding for Circular Quay Renewal has been provided through Restart NSW. The \$200 million reservation from Restart NSW is based on an asset recycling program. The funding will be allocated to Circular Quay Renewal when the assets have been divested and will appear under Restart NSW in the NSW Budget at that time.

21. All communication material is included in the planning budget.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS22 – TS30

QUESTION:

22. How many buses will be bought off the road as a result of the B-Line bus service in the morning peak from 8am to 9am?
23. What is the total capacity of the B-Line bus service from 8am to 9am on weekdays?
24. What is the total increase in capacity of the B-Line bus service from 8am to 9am on weekdays?
25. What are the journey time savings of the B-Line bus service from Newport to the CBD?
26. What are the journey time savings of the B-Line bus service from Chatswood to the CBD?
27. Where in the CBD will the B-Line bus service terminate?
28. Will the B-Line launch on 16 November?
29. What is the budget of the advertising campaign planned for the introduction of the B-Line bus service?
30. What is the total cost of the B-Line?

ANSWER:

I am advised:

- 22 – 24. The new Northern Beaches bus network, which includes B-Line services, has been designed to meet peak hour demand and provide extra shoulder peak capacity to support growth and reflect customer travel patterns. It will provide additional capacity for over 4,100 customers travelling towards the Sydney CBD, including 3,300 additional seats during the commuter peak period between 6am and 10am. This includes additional capacity for 210 customers, including 190 extra seats, during the busiest one hour period between 8am and 9am.
25. Actual travel times will be confirmed when timetables are finalised before the service commences later in 2017.
26. B-Line service will not travel to Chatswood.
27. York Street at Wynyard Station.
28. No.
29. The advertising campaign is included in the total cost of the B-Line project.
30. This information is available in the Budget Papers.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS31 – TS32

QUESTION:

- 31. Did Transport for NSW ever produce a proposal to increase Opal Fares on 1 January 2018?
- 32. Will Opal Fares be increased at any time in 2018?

ANSWER:

I am advised:

I refer to the answer I gave in the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS33 – TS40

QUESTION:

- 33. Is the Transport Cluster Financial report produced quarterly?
- 34. Does the CBD and South East Light rail have a 'amber' time status in the latest Transport Cluster Financial report?
- 35. Does the CBD and South East Light rail have a 'red' time status in the latest Transport Cluster Financial report?
- 36. Does the CBD and South East Light rail have an 'amber' time status in the latest Transport Cluster Financial report?
- 37. Does the CBD and South East Light rail have a 'red' cost status in the latest Transport Cluster Financial report?
- 38. Does the CBD and South East Light rail have an 'amber' cost status in the latest Transport Cluster Financial report?
- 39. Does the CBD and South East Light rail have a 'red' overall status in the latest Transport Cluster Financial report?
- 40. Does the CBD and South East Light rail have an 'amber' overall status in the latest Transport Cluster Financial report?

ANSWER:

I am advised:

- 33. No.
- 34 – 40. The CBD and South East Light Rail project budget is \$2.1 billion. I expect the contractor to begin operating customer services in the first half of 2019.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS41

QUESTION:

41. Are there any costs associated with the CBD and South East Light rail on top of the \$2.1 billion budget?

(a) Does the \$2.1 billion price tag include all road works?

ANSWER:

I am advised:

I refer you to the response given at the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS42 - TS48

QUESTION:

- 42. How much of the \$340 million in CBD and South East Light rail compensation claims have been resolved?
- 43. Have any funds been offered to resolve compensation claims?
 - (a) If yes, now much?
 - (b) If no, did you tell the Daily Telegraph that less than \$100 million has been offered for the resolution of the claims?
- 44. Have any additional compensation claims been made above the \$340 million in claims?
- 45. What was the basis of the compensation claims?
- 46. When do you expect the claims to be finalised?
- 47. Will any compensation claims be resolved within the \$2.1 billion budget for the project?
- 48. What is the size of the CBD and South East Light Rail?

ANSWER:

I am advised:

42 – 47. Modifications and claims on large infrastructure projects are normal business and are worked through with the contractor on a commercial basis. Any commercial arrangements with ALTRAC Light Rail are managed with strictest confidentiality under the Light Rail deed.

48. The modern, world class 67-metre coupled vehicles that will run on the CSELR will carry up to 450 people. This means the new network will have the initial capacity to move up to 13,500 commuters per hour (6,750 in each direction) during peak times.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS49 – TS54

QUESTION:

49. Have all the Auditor General's recommendations relating the CBD and South East Light Rail been completed?

(a) If no, when will they be completed?

50. When did Minister Constance first become aware that \$517 million of the \$549 million increase in the budget of the CBD and South east Light Rail was due to mispricing and omissions in the business case?

51. When did Transport for NSW first become aware that \$517 million of the \$549 million increase in the budget of the CBD and South east Light Rail was due to mispricing and omissions in the business case?

52. When did the former Minister Berejiklian first become aware that \$517 million of the \$549 million increase in the budget of the CBD and South east Light Rail was due to mispricing and omissions in the business case?

53. Who was the Minister responsible for the development of the business case for the CBD and South East Light?

54. Did Transport for NSW produce a response to the Auditor Generals 2016 report on the CBD and South East Light Rail project dated 10 February 2017?

(a) If not, on what date was it made?

ANSWER:

I am advised:

49. Yes.

50. I refer you to my statement in response to Auditor General's report 30 November 2016.

51. I refer you to the response given at the hearing.

52. I refer you to my media statement of November 2016.

53. This is on the public record.

54. Yes.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS55 - TS60

QUESTION:

55. Has the CBD Light Rail Advisory Board confirmed that controls over the budget and use of contingency funds are consistent with NSW Government decisions and NSW Treasury guidelines?

(a) If so, when was this done?

(b) If not, why not?

56. Who has been appointed to the CBD Light Rail Advisory Board and how much are they paid?

57. When will you release the updated traffic modelling for the CBD Light Rail project that the Auditor General advised would be released in October 2016?

58. Have all negotiations over design and scope changes for the CBD Light Rail been finalised?

59. When will you release the updated traffic modelling for the CBD Light Rail project that the Auditor General advised would be released in October 2016?

60. Who did TfNSW report to that the overrun was due to mispricing and omissions and not scope changes.

ANSWER:

I am advised:

55. As noted in the Audit Report, the Advisory Board reviews whether controls over the budget and use of contingency funds are consistent with NSW Government decisions and NSW Treasury guidelines. Financial statements and Quantitative Risk Analysis are made available to the Board on a monthly basis.

56. Information is available on the Public Service Commission's website.

57 & 59.. Traffic signal phasing does not impact the construction schedule of the CBD and South East Light Rail or prevent construction occurring across large parts of the project.

Outstanding design issues include those dealing with utilities and drainage solutions in the CBD, some of which could not be completely known and understood until road surface was removed in major construction. This is normal for any transport project.

Intersection detailed designs are being finalised following utility investigations and extensive consultation with the community and major stakeholders.

We need to balance the needs of the new light rail with existing road users, and traffic modelling will ensure that we get that balance right.

58. All Third-Party Agreements were finalised by the end of 2016.

It is normal for complex projects that detailed design on some aspects continues development in line with onsite investigations and further modelling. This is normal for any design and construct project.

60. This is a great project with significant benefits for transport customers and the future of Sydney.

The revised project costs came through further refinement of the business case and amendments during the tender process.

The CBD and South East Light Rail will deliver massive benefits, as evidenced by its extremely positive BCR of 1:4.

That includes increased public transport capacity and better reliability between the CBD and South East for CBD workers, UNSW students, Randwick hospitals staff and patients, Royal Randwick racegoers and crowds attending Moore Park sporting and major events.

CBD and South East Light Rail has proven to be a catalyst for commercial and residential development along its route, worth more than \$35 billion in the CBD alone, and has resulted in significant funding toward urban renewal by both City of Sydney and Randwick City Council.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS61

QUESTION:

61. Have you been fair to small business along the route?

ANSWER:

I am advised:

Consultation is a major part of the CBD and South East Light Rail project and has been extensive with the community, businesses and residents. TfNSW has worked hard to maintain foot traffic and vibrancy around the construction areas and to send a strong message that Sydney is open for business along the light rail route during the construction period.

In terms of small business support the project team door knocks to check in on businesses to ensure they have information on construction activities, delivers business signage and directories along route, is developing new signage options seeking business input, rolling out precinct based shopping guides and videos, activates target areas to increase foot traffic and coordinates off-set parking plans with councils.

The team continues to keep the community and stakeholders up to date with the latest construction information and works with businesses to mitigate construction impacts.

The Gold Coast experience tells us that while construction was a difficult time for businesses – that business thrived once the work was done and even more so when light rail started running.

In the meantime, some small businesses on the light rail alignment impacted where construction has taking longer than originally expected may apply for consideration for rent assistance from Transport for NSW.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS62 – TS66

QUESTION:

- 62. What is the capacity of the CBD and South East Light Rail during the morning peak from Kingsford and Randwick to Circular Quay in 2019?
- 63. What is the capacity of the CBD and South East Light Rail during the evening peak from Kingsford and Randwick to Circular Quay in 2019?
- 64. How many buses will be taken off the road during the morning peak when the CBD and South East Light Rail is finished in 2019?
- 65. What is your definition of the morning peak?
- 66. What is your definition of the evening peak?

ANSWER:

I am advised:

62 – 63. From early 2019, light rail will deliver significant increases to public transport capacity throughout the day, with Monday to Friday peak (7am to 7pm) with 15 services operating in each direction per hour, meaning total hourly capacity is 13,500 in both directions. As outlined in the Environmental Impact Statement (EIS) 2013, peak express bus routes will remain in service, supported by some all-stops and cross-regional routes.

Current planning would see a combined light rail and bus network deliver citybound morning peak (7-9am) capacity increases of more than 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick hospital precinct – a significant and growing source of demand.

64. The CSELR proposal would reduce buses in the CBD by around 180 in the morning's busiest hour. When combined with other bus network changes this would provide a reduction of about 220 buses.

65 – 66. The traditional morning peak is 7-9am. The evening peak is 4-7pm.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS67 – TS68

QUESTION:

67. What is the journey time of the CBD and South East Light Rail during the morning peak from Kingsford and Randwick to Circular Quay in 2019?

68. What is the journey time of the CBD and South East Light Rail during the evening peak from Kingsford and Randwick to Circular Quay in 2019?

ANSWER:

I am advised:

Planning documents estimate end-to-end journey time at 34-38 mins, which are considered indicative.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS69 – TS73

QUESTION:

- 69. When will the Sydney Metro CBD and Southwest be finished?
- 70. When will Sydney Metro CBD and Southwest construction begin?
- 71. In what year will funding begin for the Sydney Metro CBD and Southwest?
- 72. Is the Estimated Total Cost of the Sydney Metro CBD and Southwest cost \$13 billion?
 - (a) If not, What is the cost of the Sydney Metro CBD and Southwest?
- 73. \$7 billion has been committed from Restart NSW towards the Sydney Metro CBD and Southwest. How will the remainder of the project be funded?
 - (a) Will value capture be used for the project?
 - i. If so, how much is expected to be raised from value capture.
 - (b) If so, what line item in the NSW budget shows the Sydney Metro CBD and Southwest?

ANSWER:

I am advised:

- 69. This information is available on the Sydney Metro website.
- 70. Major construction has commenced.
- 71. Funding started 2015-16.
- 72. The budget range for the Sydney Metro City and Southwest is \$11.5 billion to \$12.5 billion.
- 73. Sydney Metro City and Southwest is fully-funded.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS74 – TS80

QUESTION:

- 74. Is the estimated total cost of the Sydney Metro West \$20 billion?
 - (a) If not, how much is it?
- 75. Has any money from the NSW Budget been allocated towards the Sydney Metro West?
- 76. Have you asked the Commonwealth for funds?
- 77. How will it be funded?
- 78. How long would it take to build the Western Metro?
 - (a) When do you expect to start?
 - (b) When do you expect to finish?
- 79. Will value capture or value sharing be used for the Sydney Metro West?
 - (a) If yes, how much will it raise?
- 80. Do you believe the current business case for the Sydney Metro West represents value for money?

ANSWER:

I am advised:

Transport for NSW is currently working with industry and stakeholders to determine the scope and alignment of the project. These activities will inform potential funding approaches.

The project is expected to be built largely underground and be operational in the second half of the 2020s.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS81

QUESTION:

81. What is the value of the Transport for NSW centrally held contingency fund?

ANSWER:

I am advised:

There is no centrally held contingency fund in Transport for NSW.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS82 – TS88

QUESTION:

82. When will the Newcastle Light Rail be finished?
83. When will the Newcastle Light Rail construction begin?
84. In what year will funding begin for the Newcastle Light Rail?
85. What is the cost of the Newcastle Light Rail?
86. Was the Estimated Total cost of the Newcastle Light Rail ever approximately \$255 million?
 (a) If so, when?
87. Was the Estimated Total cost of the Newcastle Light Rail ever approximately \$290 million?
 (a) If so, when?
88. Was the Estimated Total cost of the Newcastle Light Rail ever approximately \$260 million?
 (a) If so, when?

ANSWER:

I am advised:

82. 2019.
83 - 84. Construction has already commenced.
85 – 88. The NSW Government is investing over \$650 million in Newcastle through the Revitalising Newcastle program, including:
- \$260 million for Newcastle light rail construction
 - \$50 million for Newcastle light rail design improvements, including additional work following feedback to the REF and other additional work.
 - \$75 million plus any future land sales for new public spaces on the former heavy rail corridor
 - \$35 million to deliver wire-free light rail, higher quality footpath integration at key locations on Hunter and Scott streets and street trees
 - \$40 million to deliver road and intersection upgrades to support traffic flow and road safety as light rail is introduced.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS89 – TS94

QUESTION:

89. Has the strategic business case for the expansion of the Newcastle Light Rail Network been completed?

(a) If not, why not?

90. How much of the \$10M set aside has been spent?

(a) What has it been spent on?

91. When will the business case be completed?

(a) Will the Government commit to releasing the business case to the public?

92. Why is the Government still refusing to release the original business case for the Newcastle Light rail project?

93. Is the Newcastle light Rail Project on time and on budget?

(a) Why does the leaked cabinet document show a \$35M change in the ETC of the project

(b) What has caused this cost blow out?

94. Will the Government guarantee there will be no further cost blowouts in the construction of the project?

ANSWER:

I am advised:

89 – 91. The current Newcastle Light Rail, which the Labor Government approved, is not yet complete. It is hypocritical to say the least to have Labor ask about the expansion of Newcastle Light Rail.

92. This document is Cabinet-in-confidence.

93 – 94. The NSW Government is investing over \$650 million in Newcastle through the Revitalising Newcastle program, including:

- \$200 million for the Newcastle Interchange and associated works
- \$260 million for Newcastle light rail construction
- \$50 million for Newcastle light rail design improvements
- \$75 million plus any future land sales for new public spaces on the former heavy rail corridor
- \$35 million to deliver wire-free light rail, much-needed footpath upgrades at key locations on Hunter and Scott streets and street trees
- \$40 million to deliver road and intersection upgrades to support traffic flow and road safety as light rail is introduced.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS95 – TS104

QUESTION:

95. What is the current Estimated Total Cost of the Parramatta Light Rail stage 1?
96. What is the current Estimated Total Cost of the Parramatta Light Rail stage 2?
97. Has the total cost of the Parramatta Light Rail stage 1 and 2 ever been \$3.41 billion?
 (a) If so, when?
98. Have you asked for Commonwealth funding for the Parramatta Light rail?
 (a) If yes, have they provided any?
99. Is the \$3.41 billion Parramatta Light Rail fully funded?
100. Will the NSW Government pay anything more than the allocated \$1 billion to Parramatta Light Rail through Restart NSW?
 (a) Does Transport for NSW expect to raise \$1.3 billion from value capture?
 i. If no, how much will be raised?
 (b) What other sources of funds will be used?
 i. Please list the amount to be raised from each source?
101. Is the Special Infrastructure Contribution, the only form of value capture to be used for the Parramatta Light Rail?
 (a) How much will this SIC raise?
 (b) How much of that will go to the Parramatta Light Rail?
102. Is the Parramatta City Council going to make any contribution? Will they introduce any form of value capture? So you can't rule it out?
103. The Parramatta Light Rail will cost \$3.4 billion minus \$1 billion Restart and \$1.3 billion Value Capture. How are you going to fund the \$1.1 billion black hole?
104. Are you going to drop stage 2? Will the Parramatta Light Rail go to Strathfield?

ANSWER:

I am advised:

95. The NSW Government has made a funding reservation of \$1 billion from Restart NSW for Parramatta Light Rail. The final contract cost will be known when they are signed ahead of construction beginning in 2018.
96-101. I refer you to the response given at the hearing.
102. This is a matter for the City of Parramatta Council.
103. This questions proceeds on a false premise.
104. I refer you to the response given at the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS105 – TS108

QUESTION:

- 105. When will the Parramatta Light Rail be finished?
- 106. When will the Parramatta Light Rail construction begin?
- 107. Will the Parramatta Light Rail business case be released?
 - (a) If so, when?
- 108. What is the Benefit Cost Ratio of the Parramatta Light Rail?

ANSWER:

I am advised:

- 105 – 106. This information is available on the Parramatta Light Rail website.
- 107 – 108. I refer you to the response given at the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS109 – TS110

QUESTION:

109. Have the operating costs for the Parramatta Light Rail been included in the budget?

110. What is the contingency budget for the Parramatta Light Rail?

(a) Is that included within the \$3.41 expected cost of the project?

ANSWER:

I am advised:

109. The NSW Government has made a funding reservation of \$1 billion from Restart NSW for Parramatta Light Rail. The final contract cost will be known when contracts are signed ahead of construction, beginning in 2018.

110. A budget of \$3.41 would produce a light rail network in Parramatta so small that the Labor Party could almost be forgiven for leaving it out of its “fully funded” infrastructure plan.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS111 – TS127

QUESTION:

111. You said, that you have been clear all along that infrastructure changes would need to be made in the Blue Mountains to facilitate the New Intercity Fleet. Can you tell us when you made that clear and in what format you made that clear?

112. How much money has been budgeted for all infrastructure upgrades and modifications to allow the New Intercity Fleet to reach Lithgow?

113. When did the Government first become aware these works would be necessary to fit these new trains?

114. What is the budgeted cost of the Springwood to Lithgow Rail Corridor Modifications project currently being exhibited by Transport NSW?

115. What is the budgeted cost of the foreshadowed Mount Victoria Stabling yards upgrade?

(a) When will this project begin?

(b) How long will it take?

116. Does the Department plan to widen the Ten Tunnels Deviation between Bell and Lithgow, or bypass it altogether?

117. What is the budgeted cost of the foreshadowed Ten Tunnels Deviation widening or bypass?

(a) When will this project begin?

(b) How long will it take?

118. How is the \$20million attached to these projects in this year's Budget Papers being spent?

119. Given the Springwood to Lithgow Corridor Modifications project is scheduled to begin works in 2018 and run for two years, will the stabling yard upgrades and Ten Tunnels widening/bypass occur alongside this project or afterwards?

120. What progress has been made by the South Korean manufacturer in building the New Intercity Fleet?

121. In which quarter of 2019 are the New Intercity Fleet to be delivered to New South Wales?

122. What penalties are written into the contract with Hyundai-Rotem should the project be cancelled by Government?

123. What guarantees are written into the contract with Hyundai-Rotem should the new trains require costly modifications or repairs before being put into service?

124. Is there are option in the contract for an additional batch of New Intercity Fleet trains

(a) If yes, for how many trains and what is the cost?

125. When will commissioning, trials, and training of crew on the New Intercity Fleet occur?

126. When will the New Intercity Fleet reach Lithgow?

127. Will the New Intercity Fleet be despatched along the Blue Mountains line before it is compatible with track loading gauges west of Mount Victoria, for example to/from the city and Katoomba?

ANSWER:

I am advised:

111 – 115. I refer you to the response provided at the hearing.

115 (a) Upgrades to the Mount Victoria stabling yard to accommodate the new trains have already started.

(b) Modifications will be completed to meet the delivery schedule of the new trains.

116. Plans for minor civil works to widen a section of the Ten Tunnels Deviation are being developed.

117. I refer you to the response provided at the hearing.

(a) – (b) I refer you to my response to supplementary question 116.

118. I refer you to the response provided at the hearing.

119. These projects will be completed to meet the delivery schedule of the new trains. The new fleet will be introduced progressively from mid-2019, starting with the Central Coast and Newcastle Line.

120. Manufacturing is under way.

121. From quarter 1 2019.

122 – 124. This information is in the Project Deed, which is available on the Transport for NSW website.

125. Testing and commissioning will start in early 2019. Initial training of test crew will commence six months prior to the arrival of the first set in Australia. Training of operational train crew will commence two to three months prior to the train being introduced into service.

126 – 127. The new fleet will be introduced progressively from mid-2019, starting with the Central Coast and Newcastle Line.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS128 – TS129

QUESTION:

128. Will the Government proceed with the upgrade of Heathcote Road at Hammondville?

129. How much money has been allocated to the upgrade of Heathcote Road at Hammondville?

ANSWER:

I am advised:

This is a matter for the Minister for Roads, Maritime and Freight.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS130

QUESTION:

130. Do you think that the Parramatta Light Rail will address social disadvantage?

ANSWER:

I am advised:

The Parramatta Light Rail is a key enabler in the development of new precincts across the Greater Parramatta and Olympic Park region. These new precincts will create new jobs and build new communities, so yes.

Planned investment by the NSW Government will act as a catalyst for the renewal of the whole of Telopea. Telopea's revitalisation is planned to occur in stages over the next 20 – 30 years, so again yes.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS131 – TS133

QUESTION:

131. What is the progress on provision of new lifts at Unanderra Station under the Transport Access Program?

132. Can the Government provide an expected start and completion date for the upgrades?

133. How much money has been allocated to the Upgrade of Unanderra Station?

ANSWER:

I am advised:

As the Member for Wollongong knows full well, Labor had 16 years to upgrade Unanderra Station but due to botched planning that typified the former Labor Government, the project was put on hold in September 2010 by the then Minister for Transport John Robertson.

The project was deferred in late 2011 as a result of the development of Transport Access Program and the associated revision of the prioritisation criteria. This review was to ensure locations with the greatest needs are upgraded first.

The prioritisation criteria is evidence-based and includes current and future patronage, the needs and demographics of the customers who use the location. It also identifies important services such as hospitals or education facilities nearby, and the accessibility of other nearby transport interchanges and facilities.

An accessibility upgrade at Unanderra Station will be considered as part of the ongoing prioritisation process.

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BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS134 – TS135

QUESTION:

134. Under the current National Partnership Agreement on Land and Transport, how much money has been committed to public transport?

135. Under the current National Partnership Agreement on Land and Transport, how much money has been committed to roads?

ANSWER:

I am advised:

Since the introduction of the current National Partnership Agreement on Land and Transport in 2013/14, the NSW Government has secured more than \$13 billion in funding. Further details are available on the Department of Infrastructure and Regional Development's website.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS136

QUESTION:

136. What is the contingency and cost escalation budget for:

- (a) CBD and South East Light Rail
- (b) Parramatta Light Rail
- (c) Sydney Metro City and Southwest
- (d) Sydney Metro West
- (e) Newcastle Light Rail

ANSWER:

I am advised:

I refer you to the response given at the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS137 – TS139

QUESTION:

137. How much has been spent, to date, on investigating leaks from Transport for NSW?

138. How much is expected to be spent investigating leaks from Transport for NSW this financial year?

139. If any consultants have been engaged to assist in the investigation into whistle-blowers, what process was followed to select these consultants?

ANSWER:

I am advised:

Cost of investigation from 3 July to 31 July - \$195,814.30 (including GST). This includes costs associated with making recommendations for improvement to information security. The total cost will be finalised when the work is completed. Consultants are engaged in accordance with relevant procurement procedures.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS140 – TS142

QUESTION:

140. Have all negotiations over design and scope changes for the CSELR been finalised?

141. By October 2014, to whom did Transport for NSW report that mispricing and omissions in the business case had caused \$517 million of the capital cost increase for the CSELR?

142. By October 2014, did Transport for NSW report to the then Transport Minister that mispricing and omissions in the business case had caused \$517 million of the capital cost increase for the CSELR?

ANSWER:

I am advised:

I refer you to my response to supplementary questions 49 – 55.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS143 – TS144

QUESTION:

143. Prior to the negotiation of a new lease, had the leaseholders of the Railcorp land at Darley Road Leichhardt ever been behind in their rent?

144. How many properties in the last 12 months have had their leases extended without going to market?

ANSWER:

I am advised:

143. Yes.

144. Transport for NSW follows its standard processes regarding any leasehold matters. If the lease is at termination then it is put to the market. If the lease has an option which can be exercised, then that may occur. Transport for NSW complies with NSW Government procurement policy in all matters which may include ICAC direct negotiation guidelines.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS145 – TS150

QUESTION:

145. Has the Government costed the construction of an additional track on the Illawarra Line between Hurstville and Sutherland?

146. If so, what is the cost?

147. If not, why not?

148. What is the nature of the work involved in constructing an additional track in (1)?

149. Is it planned that the additional track would be electrified?

150. If it proceeds, will the additional track be accessed by both freight and passenger services?

ANSWER:

I am advised:

As no work other than a glossy brochure and an empty promise of high speed rail between Sutherland and Wollongong and a connection rail line between Hurstville and Strathfield was completed by the former government, the current NSW Government is playing catch-up in terms of infrastructure delivery. Unlike the former government, we are going through a methodical assessment process of a number of infrastructure upgrades to improve the Sydney Trains network.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS151 – TS157

QUESTION:

- 151. What is the Government proposing in terms of rapid transit services to Hurstville?
- 152. What planning has been commissioned by the Government for these services?
- 153. Will its introduction involve construction of additional tracks?
- 154. What is the cost of introducing these rapid transit services?
- 155. From which station will the rapid transit services commence?
- 156. Which other stations will be part of the rapid transit services?
- 157. What is the timeframe for the introduction of these rapid transit services to Hurstville?

ANSWER:

I am advised:

As no work other than a glossy brochure and an empty promise of high speed rail between Sutherland and Wollongong and a connection rail line between Hurstville and Strathfield was completed by the former government, the current NSW Government is playing catch-up in terms of infrastructure delivery. Unlike the former government, we are going through a methodical assessment process of a number of infrastructure upgrades to improve the Sydney Trains network.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS158 – TS163

QUESTION:

158. How much money has been allocated to the renewal of the portal frames along the Blue Mountains line this year?

159. Have portal frames along the Blue Mountains line been renewed with consistency over the past five years?

(a) If yes, what proportion of portal frames have been renewed?

160. What is the average age of the portal frame infrastructure along the Blue Mountains line?

161. How often are portal frames checked for defects or damage?

162. How many portal frames on the Blue Mountains line have been identified as requiring repairs, maintenance or replacement?

163. How quickly are these issues generally addressed – if not immediately then for how long do they wait?

ANSWER:

I am advised:

The safety of customers across the rail network is one of the NSW Government's highest priorities. The 2017-18 Budget allocated \$1.4 billion to maintain rail network assets. This includes works to renew, repair, maintain or replace portal frames on the Blue Mountains Line.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS164 – TS169

QUESTION:

164. Where does the station's need for a lift rank in order of priority in the Transport Access Program?

165. What is the estimated cost of fitting a lift to the Station

166. How many carparks are available at the station?

167. What plans are there to increase the number of commuter car parking facilities?

168. What plans are there to increase the number of trains stopping at the station?

169. How much has been spent on upgrades to the station in the 2015/16 and 2016/17 financial years?

ANSWER:

I am advised:

164–165. The NSW Government recently allocated a further \$200 million to the Transport Access Program, boosting the total investment of this Government to \$1 billion. Since the program began in 2012, more than 450 projects have been completed or are underway. This includes accessibility upgrades such as lifts and ramps, improved interchanges and commuter car parks. These improvements make it easier for customers to access public transport and provide a more comfortable travel experience.

Stations across the network are currently being assessed to see which ones are delivered under this program. This assessment process uses evidence-based criteria, including current and future patronage. It takes into account the needs and demographics of customers who use the station. It also considers the location of important services, such as hospitals or schools and the accessibility of other transport interchanges. Lifts at Macquarie Fields Railway Station will be considered as part of this process.

The Transport Access Program is part of the government's commitment to provide modern, accessible and integrated transport infrastructure across NSW.

166–167. Since 2011, the NSW Government has delivered almost 6,000 parking spaces across the network, with more than 8,000 extra spaces on the way.

As part of the Future Transport Program, Transport for NSW is reviewing its approach to prioritising, locating and funding interchange upgrades and commuter car parks. Public consultation on the Future Transport program will begin later this year.

168. The NSW Government has announced the new timetable will deliver more than 200 extra services each week on the T8 South and Airport line in non-peak times, as well as an extra 20 express trains per week in peak hour for Campbelltown and Macarthur customers to the CBD via the T8 Airport Line.

169. I refer you to my response to supplementary questions 164-165.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS170 – TS172

QUESTION:

170. What is the total cost of the following Transport Access Program upgrades:

- (a) Arncliffe;
- (b) Ashfield;
- (c) Asquith;
- (d) Berala;
- (e) Blacktown;
- (f) Broadmeadow;
- (g) Croydon;
- (h) Engadine;
- (i) Flemington;
- (j) Harris Park;
- (k) Heathcote;
- (l) Homebush;
- (m) Jannali;
- (n) Leura;
- (o) Marayong;
- (p) Marrickville;
- (q) Merrylands;
- (r) Narwee;
- (s) Oatley;
- (t) Panania;
- (u) Pendle Hill;
- (v) Penrith Car Park;
- (w) Penrith Station;
- (x) Toongabbie;
- (y) Wentworth Falls;
- (z) Wentworthville?

171. What is the expected completion date of the following Transport Access Program upgrades:

- (a) Arncliffe;
- (b) Ashfield;
- (c) Asquith;
- (d) Berala;
- (e) Blacktown;
- (f) Broadmeadow;
- (g) Croydon;
- (h) Engadine;
- (i) Flemington;
- (j) Harris Park;
- (k) Heathcote;
- (l) Homebush;
- (m) Jannali;
- (n) Leura;

- (o) Marayong;
- (p) Marrickville;
- (q) Merrylands;
- (r) Narwee;
- (s) Oatley;
- (t) Panania;
- (u) Pendle Hill;
- (v) Penrith Car Park;
- (w) Penrith Station;
- (x) Toongabbie;
- (y) Wentworth Falls;
- (z) Wentworthville?

172. When will construction work begin on each of the following Transport Access Program upgrades:

- (a) Arncliffe;
- (b) Ashfield;
- (c) Asquith;
- (d) Berala;
- (e) Blacktown;
- (f) Broadmeadow;
- (g) Croydon;
- (h) Engadine;
- (i) Flemington;
- (j) Harris Park;
- (k) Heathcote;
- (l) Homebush;
- (m) Jannali;
- (n) Leura;
- (o) Marayong;
- (p) Marrickville;
- (q) Merrylands;
- (r) Narwee;
- (s) Oatley;
- (t) Panania;
- (u) Pendle Hill;
- (v) Penrith Car Park;
- (w) Penrith Station;
- (x) Toongabbie;
- (y) Wentworth Falls;
- (z) Wentworthville?

ANSWER:

I am advised:

170. The NSW Government recently allocated a further \$200 million to the Transport Access Program, boosting the total investment of this Government to \$1 billion. Since the program began in 2012, more than 450 projects have been completed or are underway. This includes accessibility upgrades such as lifts and ramps, improved interchanges and commuter car parks. These improvements make it easier for customers to access public transport and provide a more comfortable travel experience.

Stations across the network are currently being assessed to see which ones are delivered under this program. This assessment process uses evidence-based criteria, including current and future patronage. It takes into account the needs and demographics of customers who use the station. It also considers the location of important services, such as hospitals or schools and the accessibility of other transport interchanges.

The Transport Access Program is part of the government's commitment to provide modern, accessible and integrated transport infrastructure across NSW.

171-172. Information on Transport Access Program projects is available on the Transport for NSW website.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS173 – TS174

QUESTION:

173. How many complaints have been received by either the Minister's Office or Transport for New South Wales regarding access issues to the following stations between 1 May 2011 and 1 July 2017?

- (a) Arncliffe;
- (b) Artarmon;
- (c) Asquith;
- (d) Austinmer;
- (e) Awaba;
- (f) Banksia;
- (g) Bardwell Park;
- (h) Bargo;
- (i) Beecroft;
- (j) Bell;
- (k) Bellambi;
- (l) Berala;
- (m) Bexley North;
- (n) Birrong;
- (o) Blackheath;
- (p) Booragul;
- (q) Branxton;
- (r) Broadmeadow;
- (s) Bullaburra;
- (t) Bundanoon;
- (u) Burradoo;
- (v) Camellia;
- (w) Canley Vale;
- (x) Canterbury;
- (y) Carramar;
- (z) Cheltenham;
- (aa) Chester Hill;
- (bb) Civic;
- (cc) Clarendon;
- (dd) Clyde;
- (ee) Coalcliff;
- (ff) Cockle Creek;
- (gg) Coledale;
- (hh) Como;
- (ii) Coniston;
- (jj) Cringila;
- (kk) Croydon;
- (ll) Dapto;
- (mm) Denistone;
- (nn) Doonside;

(oo) Dora Creek;
(pp) Douglas Park;
(qq) Dulwich Hill;
(rr) Dugong;
(ss) East Hills;
(tt) East Maitland;
(uu) Edgecliff;
(vv) Erskineville;
(ww) Exeter;
(xx) Fairy Meadow;
(yy) Faulconbridge;
(zz) Flemington;
(aaa) Glenbrook;
(bbb) Goulburn;
(ccc) Greta;
(ddd) Harris Park;
(eee) Hawkesbury River;
(fff) Hazelbrook;
(ggg) Heathcote;
(hhh) Hexham;
(iii) High Street;
(jjj) Hilldale;
(kkk) Homebush;
(lll) Hurlstone Park;
(mmm) Ingleburn;
(nnn) Jannali;
(ooo) Kembla Grange;
(ppp) Killara;
(qqq) Kingswood;
(rrr) Koolewong;
(sss) Kotara;
(ttt) Lapstone;
(uuu) Lawson;
(vvv) Leightonfield;
(www) Leura;
(xxx) Lewisham;
(yyy) Linden;
(zzz) Lisarow;
(aaaa) Loftus;
(bbbb) Lysaghts;
(cccc) Macdonaldtown;
(dddd) Macquarie Fields;
(eeee) Marrickville;
(ffff) Medlow Park;
(gggg) Menangle;
(hhhh) Menangle Park;
(iiii) Mindarriba;
(jjjj) Mittagong;
(kkkk) Moss Vale;
(llll) Mount Colah;

(mmmm) Mount Kuring-gai;
(nnnn) Mount Victoria;
(oooo) Mulgrave;
(pppp) Museum;
(qqqq) Narara;
(rrrr) Narwee;
(ssss) Newcastle;
(tttt)Niagara Park;
(uuuu) Normanhurst;
(vvvv) North Strathfield;
(www) Oatley;
(xxxx) Otford;
(yyyy) Ourimbah;
(zzzz) Panania;
(aaaaa) Paterson;
(bbbbb) Pendle Hill;
(ccccc) Penrose;
(ddddd) Petersham;
(eeee) Point Clare;
(ffff) Port Kembla North;
(ggggg) Punchbowl;
(hhhhh) Pymble;
(iiii)Queens Wharf;
(jjjj)Redfern;
(kkkkk) Riverstone;
(llll)Rooty Hill;
(mmmm) Rosehill;
(nnnnn) Roseville;
(ooooo) Rydalmere;
(ppppp) Sandgate;
(qqqqq)Scarborough;
(rrrrr) St Peters;
(sssss) Stanmore;
(ttttt) Stanwell Park;
(uuuuu)Tahmoor;
(vvvvv) Tallong;
(wwwww) Tarro;
(xxxxx) Tascott;
(yyyyy) Telopea;
(zzzzz) Tempe;
(aaaaaa)Teralba;
(bbbbbb) Thornleigh;
(cccccc) Toongabbie;
(dddddd) Towradgi;
(eeeeee) Turrella;
(ffffff) Unanderra;
(gggggg) Valley Heights;
(hhhhhh) Victoria Street;
(iiiii) Villawood;
(jjjjj) Vineyard;

(kkkkkk) Wahroonga;
(llllll) Waitara;
(mmmmm) Waratah;
(nnnnnn) Warnervale;
(ooooo) Warrawee;
(pppppp) Warrimoo;
(qqqqqq) Waterfall;
(rrrrrr) Wentworth Falls;
(ssssss) Wentworthville;
(ttttt) Wickham;
(uuuuuu) Wiley Park;
(vvvvvv) Wingello;
(wwwww) Wirragulla;
(xxxxxx) Wollstonecraft;
(yyyyyy) Wombarra;
(zzzzzz) Wondabyne;
(aaaaaaa) Woodford;
(bbbbbbb) Wyee;
(ccccccc) Yagoona;
(ddddddd) Yennora;
(eeeeeee) Yerrinbool;
(ffffff) Zig Zag?

174. How many injuries have been reported to the Minister's Office Transport for NSW, Sydney Trains or NSW Trains by passengers using each station listed above in each year from 2011 to July 1 2017? Please provide the answer broken by year and station.

- (a) What was the cause of each injury?
- (b) Have any of these injuries resulted in medical treatment?
 - i. If so, how many, in what year and at which station?
- (c) Have any of these injuries resulted in the hospitalisation of the passenger?
 - i. If so, how many, in what year and at which station?
- (d) How many times have station staff in these locations been required to call an ambulance?

ANSWER:

I am advised:

Information is available in Sydney Trains Annual Reports.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS175 – TS176

QUESTION:

175. How many commuter carparks are available for commuter use at the [Glenfield] station?

176. When will additional commuter car parking facilities be provided?

ANSWER:

I am advised:

175. Glenfield Station has 918 commuter parking spaces (car and motorcycle), which includes the reallocation of some staff parking for customers in 2014. There are also additional unrestricted on-street parking spaces in this area.

176. As part of the Future Transport Program, Transport for NSW is reviewing its approach to prioritising, locating and funding interchange upgrades and commuter car parks. Public consultation will begin later this year.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS177 – TS178

QUESTION:

177. How many commuter carparks are available for commuter use at the [Ingleburn] station?

178. When will additional commuter car parking facilities be provided?

ANSWER:

I am advised:

177. Ingleburn Station has 128 commuter parking spaces, which includes the reallocation of some staff parking for customers in 2015. There are also additional unrestricted on-street parking spaces in the area.

178. I refer to my response to supplementary question 176.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS179 – TS180

QUESTION:

179. How many commuter carparks are available for commuter use at the [Minto] station?

180. When will additional commuter car parking facilities be provided?

ANSWER:

I am advised:

179. Minto Station has 580 commuter parking spaces, which includes the reallocation of some staff parking for customers in 2014. There are also additional unrestricted on street parking spaces in the area.

180. I refer to my response to supplementary question 176.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS181 – TS184

QUESTION:

181. What monitoring of temperatures (both maximum in summer and minimum in winter) is conducted on non-air conditioned suburban trains?

182. What is the maximum temperature recorded in a non- air conditioned suburban train? When and where was this temperature recorded?

183. What is the minimum temperature recorded in a non-air conditioned train? When and where was this temperature recorded?

184. When will additional commuter car parking facilities be provided?

ANSWER:

I am advised:

181-183. I would remind the Labor Party that 97 per cent of services today are air-conditioned contrasted with 72 per cent when we came to office. Non air-conditioned trains are used primarily as standby trains during network incidents and to replace trains during necessary maintenance, rather use non air-conditioned trains than cut services.

184. This question has no context, however, I am delighted to advise the NSW Government has already delivered approximately 6,000 new commuter car parking spaces since coming to Government.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS185-TS193

QUESTION:

185. What public consultation was undertaken with commuters who live in the Campbelltown local government area (LGA) and utilise the T5 service to Parramatta prior to making the service changes? If so, can the Minister provide all details relating to the public consultation?

186. Were there any advertisements or public notifications on the impending changes to the T5 service prior to the Minister's public announcement? If so, can the Minister provide copies of the advertisements and public notifications.

187. How many commuters who use the T5 service from Campbelltown, Leumeah, Minto, Ingleburn or Macquarie Fields will now be required to change at Glenfield to get to Parramatta as a result of the T5 changes?

188. How many commuters in the 2016/17 financial year used the T5 service from either; Campbelltown, Leumeah, Minto, Ingleburn and Macquarie Fields?

189. How many commuters in the 2016/17 financial year travelled from Leppington to Parramatta?

190. How much longer will it now take commuters who take the T5 service from Campbelltown, Leumeah, Minto, Ingleburn or Macquarie Fields to get to Parramatta as a result of the proposed changes to the T5 service?

191. Has the Minister ever used the T5 service from Campbelltown, Leumeah, Minto, Ingleburn or Macquarie Fields to get to Parramatta? If so, how many times has he undertaken these trips from March 2011 to August 2017?

192. Will the Minister hold and attend a public forum about the proposed T5 services changes in the Campbelltown LGA to explain the proposed T5 service changes to?

193. How many weekly direct services have been cut from Minto to Parramatta as a result of the proposed T5 service changes?

ANSWER:

I am advised:

185-186. Transport for NSW and Sydney Trains continually engage with customers across the network to ensure we are continuing to meet their needs. This includes customers travelling on the T5 Line.

187. I understand that the concept of interchanging between trains would be a foreign concept for the Labor Party given how many services you cut when in office, however, the current government is delivering more services for the people of south-west Sydney. The new timetable will directly benefit the vast majority of customers travelling from Campbelltown, Leumeah, Minto, Ingleburn or Macquarie Fields who will enjoy additional express services to the Sydney CBD. Customers travelling to stations north of Glenfield will have a simple cross-platform interchange for T5 Line services.

188-189. This information is publically available.

190. Although customers are now required to interchange, there is no significant impact on travel times. It is important to note that customers travelling from South West Sydney are some of the biggest winners under the new timetable with 92 per cent more services stopping at Leppington and Edmondson Park, and 20 per cent more services stopping at Glenfield Station.

191. I most recently caught a T5 Cumberland Line service on 31 July 2017.

192. No.

193. I refer you to my response to question 187.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS194-TS199

QUESTION:

194. The 2017-18 Budget saw the 887 service being listed under “enhanced services” without further clarity or information regarding exactly what “enhanced services” mean. Can the Minister advise what “enhanced services” will entail – does it mean extra services or will existing services be altered in some way?

195. When will these “enhanced services” be introduced?

196. How is the current timetable going to be affected by these services?

197. UOW advises there are approx. 1,200 students from the Macarthur region, yet there is currently a bus capacity of 400 (sitting and standing) each way per day. How much of the 800 student shortfall will be addressed by the ‘enhanced services’ announced in the Budget?

198. What is the financial cost of these “enhanced services”?

199. Whilst the buses used on the route are licensed to carry standing commuters, does the Minister still believe this to be ideal considering the length of the journey and the time spent on Appin Road, given its notoriety?

ANSWER:

I am advised:

194. I understand that enhancing services would be a foreign concept to the Labor Party. As would be obvious to most people, “enhanced services” means an increase in services.

195 -196. Transport for NSW will work with the local bus operator to ensure that these enhanced services can be introduced in a timely and effective manner. Customers will be advised of changes to services closer to the time of introduction.

197. I cannot verify the assertion you have made.

198. This information is available in the Budget Papers.

199. This is a question for the Minister for Roads, Maritime and Freight.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS200-TS203

QUESTION:

200. How can the government claim they are “Delivering for NSW” when they are not making any progress towards the delivery of extra parking at Campbelltown Station?

201. What stage of the planning process is the carpark up to?

202. Has a site for the extra parking even been selected?

203. When will this project commence and what is the new estimated completion date, given that the old completion date has already passed without construction even commencing?

ANSWER:

I am advised:

The NSW Government is committed to making life easier for public transport customers. This includes providing customers with more free and untimed parking near stations and interchanges. Public transport customers in Campbelltown have already benefited from the Transport Access Program. In 2015, over 150 rail staff car parking spaces were returned to customers at this location.

The Government has committed to providing additional commuter car parking spaces at Campbelltown.

Transport for NSW is continuing to liaise with Campbelltown City Council to find a suitable location for the proposed project which benefits all community members.

A detailed project timeline will be released following the completion of the planning process.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS204-TS205

QUESTION:

204. Recent changes to the T2 Inner West/T5 Cumberland Lines have displaced 32,000 commuters per week, with only 24,000 being reaccommodated, leaving 8,000 commuters worse off per week.

For what reason was this change made and for what purpose did the Minister base his decision off.

205. In 2015, Minister Constance “assured commuters that new forecasts for the impact of congestion on Sydney’s urban road and rail corridors can be avoided”.

Could the Minister now assure those affected in the Macarthur region their delays on Narellan Road or overcrowding on their train commute into work “can be avoided”?

ANSWER:

I am advised:

204. The assertions made in this question are false. Further, as there is no context for this question, one can only assume it has come from the brilliant mathematician, the Member for Campbelltown. As was advised to him, these calculations only consider the additional capacity that is being generated and fail to take into account the capacity provided by existing trains that operate today and will continue to run into the future.

Once the new timetable is implemented, customers travelling from stations between Campbelltown and Macquarie Fields will have access to the services they need. The 'More Trains, More Services' program delivers up to 10 trains per hour during peak periods and addresses crowding during the morning peak period by simplifying train movements and untangling services at Glenfield.

Beginning later this year, all T5 Cumberland Line services will start and stop at Leppington Station. This will allow for increased and more reliable services, while ensuring delays on the T8 South Line do not impact services on the T5 Cumberland Line. Customers south of Glenfield can still access destinations in Western Sydney by making a cross-platform interchange at Glenfield Station.

205. Your question proceeds on a misstatement. This comment was contained in a media release issued by me as Treasurer in 2014. As a result of the NSW Government’s successful completion of the Ausgrid, Endeavour Energy, and Land and Property Information transactions, funds deposited into Restart NSW since 2011 total \$29.8 billion as at June 2017.

Restart NSW funding has supported around 400 infrastructure projects to date, including 80 local infrastructure projects that have already been delivered. Projects directly benefitting the people of the Macarthur region as a result of Restart NSW

funding include upgrades to Western Sydney Roads to support Sydney's second airport at Badgerys Creek, and the More Trains, More Services program putting new trains on the T8 South Line. Further, the Commonwealth and NSW governments are funding a \$114 million upgrade of Narellan Road to reduce congestion and improve safety and travel times.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS206-TS207

QUESTION:

206. Does the Minister recall that during the Premier's tenure as Transport Minister, she stated "the days of sitting in a hot train in summer or a cold train in winter are over."? If so, why were airconditioned trains on the T2 Airport line replaced with [non-airconditioned trains]?

207. What justification, if any, can be provided regarding the allocation of non-air-conditioned "SSet" trains on the T2 Airport Line between Macarthur and the CBD; which is the second-longest Suburban Line (by trip duration) and the longest line used by commuters with non-airconditioned trains?

ANSWER:

I am advised:

206. At the time of the announcement, 100 per cent of services were air-conditioned. Due to an increase in customer demand beyond expectations, the NSW Government has introduced additional services which utilise every available train in the fleet. 97 per cent of services today are air-conditioned contrasted with 72 per cent when we came to office.

207. S-Sets are used primarily as standby trains during network incidents and to replace trains during necessary maintenance. This helps to ensure the maximum number of trains are in operation for our customers at any given time. The alternative to not using the S-Sets would mean a reduction in train services. As highlighted previously, demand for services is increasing, which is why the NSW Government is investing in 24 new Waratah-style trains that will be operational next year.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS208 -TS210

QUESTION:

208. Is the Government considering Option Six from the Western Sydney Rail Needs Scoping Study report?

(a) If so:

i. Is the Government considering extending this line to connect with the existing line south of Macarthur station?

ii. Where will all stations south of the Western Sydney Airport be located?

(b) If not, what is the Government's justification for not building this essential piece of infrastructure to accompany the Badgerys Creek Airport?

209. Has the government begun preserving land along the Option Six corridor to preserve this link for the construction of the train line?

(a) If so, does this include land south of the Western Sydney Airport, to allow for a connection to the existing line south of Macarthur station?

210. The 2017-18 Budget saw funding for road upgrades surrounding the Badgerys Creek Airport site, yet there was no mention of funding for proposed train lines around the airport. Will the Minister explain how and when these projects will get up and running?

ANSWER:

I am advised:

The report is being finalised for the Australian and NSW Government's consideration.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS211

QUESTION:

211. Does the Government currently have plans to increase the capacity of the commuter carpark at Dapto Station, given West Dapto and its surrounding suburbs lie within one of the fastest growing areas in New South Wales?

ANSWER:

I am advised:

As part of the Future Transport Program, Transport for NSW is reviewing its approach to prioritising, locating and funding interchange upgrades and commuter car parks. Public consultation on the Future Transport program will begin later this year 2017.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS212

QUESTION:

212. What plans does the Government currently have to ensure public transport is made easily accessible through the West Dapto area?

ANSWER:

I am advised:

The NSW Government's *Future Transport Strategy* will consider opportunities for transport improvements across NSW, including West Dapto and the Illawarra region more broadly. This strategy is a new approach to transport planning and improvement in NSW. The NSW Government is now consulting the community and industry for input into the strategy.

Further information of the accessibility of existing bus services operating through the West Dapto area is publically available on the Premier Illawarra website.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS213

QUESTION:

213. How many bus shelters have been identified as necessary to cater for the area of West Dapto, and when will the construction of these bus shelters begin?

ANSWER:

I am advised:

This is a matter for Wollongong City Council.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS214 – TS218

QUESTION:

214. Has the strategic business case for the expansion of the Newcastle Light Rail Network been completed?

15. If not, why not?

(a) How much of the \$10M set aside has been spent?

(b) What has it been spent on?

216. When will the business case be completed?

(a) Will the Government commit to releasing the business case to the public?

217. Why is the Government still refusing to release the original business case for the Newcastle Light rail project?

218. Is the Newcastle light Rail Project on time and on budget?

(a) Why does the leaked cabinet document show a \$35M change in the ETC of the project

(b) What has caused this cost blow out?

(c) Are there any anticipated cost blows for this project in the future?

ANSWER:

I am advised:

214 – 216. I refer you to my response in supplementary questions 89-94. I note that Labor are so disorganised that even though these questions appear superficially the same as question 89-94, they contain typographical errors, and appear to be an earlier version of the intended questions.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS219 – TS220

QUESTION:

219. Will the Government nominate the South Coast Line for business case funding under the Federal Government's *National Rail Program* by the September deadline?
220. If not, why not?

ANSWER:

I am advised:

219 – 220. The NSW Government will be fighting hard to ensure we receive our fair share of the announced National Rail Program. Discussions regarding which projects will be nominated are at an early stage and ongoing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS221 – TS226

QUESTION:

221. When was the last occasion the Government added carriages to passenger services on the South Coast Line?

222. Is the Government aware of commuter complaints that there is substantial overcrowding on passenger services from central to Wollongong during peak afternoon services?

223. How many complaints has the Government received?

224. Does the Government have any plans to address overcrowding on the South Coast Line?

225. If so, what are these plans?

226. If not, why not?

ANSWER:

I am advised:

221. In October 2013, an additional 125 weekly express services were delivered on the South Coast Line. In 2014, additional carriages were added on South Coast Line services to help address crowding issues, making the majority of peak period services eight carriages long. In 2015, an additional five morning peak services were introduced. In 2016, the October timetable improvements introduced pick up only stops at Redfern, Wolli Creek, Hurstville and Sutherland on the 3.24pm and 3.54pm Central to Kiama services. This has helped reduce crowding on the 3.24pm Central to Kiama service. Upgrades at Austinmer, Dapto, Gerringong, Heathcote, Shellharbour Junction and Waterfall have been completed since 2011.

222. Yes.

223. No timeframe for complaints data has been specified and the question cannot be answered.

224 – 226. The NSW Government is investing in a \$2.3 billion new intercity fleet which will allow us to provide more seats and greater capacity on the South Coast Line. Contrary to popular belief, you cannot just go into a train showroom and walk out with more trains. The procurement, acceptance testing and delivery of new trains takes time. This government is implementing its plan to improve South Coast Line services which will be on the track from 2019.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS227 – TS231

QUESTION:

227. How many stations along the South Coast Line have Opal Card top up machines installed?

228. How many stations in the Wollongong electorate do not have an Opal Card top up machine?

229. Does the Government have plans to install Opal Card top up machines at those stations?

230. If so, what is the timeline for the installation of top up machine equipment?

231. If not, why not?

ANSWER:

I am advised:

227-231. Details of Opal retailers and top-up machines are available on the Opal website. More than 350 Opal top-up machines are now available across train stations, ferry wharves, and bus and light rail stops.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS232 – TS235

QUESTION:

232. On what date was the last annual up-date of the Illawarra Regional Transport Plan publicly released?

233. Why has no further annual up-date of the Illawarra Regional Transport Plan been published?

234. When was the Illawarra Regional Transport Plan last reviewed?

235. If not, why not?

ANSWER:

I am advised:

232. The last update of the Illawarra Regional Transport Plan was published in March 2016.

233-235. The NSW Government's *Future Transport Strategy* will consider opportunities for transport improvements across NSW, including in the Illawarra region. This strategy is a new approach to transport planning and improvement in NSW. The NSW Government is now consulting the community and industry for input into the strategy.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS236 – TS239

QUESTION:

236. Does the Government have any plans to develop any new commuter car parks in the Wollongong electorate?

237. If not, why not?

238. If so, what is the status of the plans?

239. Does the Government monitor the increase in use of existing commuter car parks in the Wollongong electorate?

ANSWER:

I am advised:

236 – 238. I refer you to my answer to supplementary question 211.

239. This information is available in the NSW Government's submission to the Legislative Assembly's Committee on Transport and Infrastructure's Inquiry into Commuter Car Parking in New South Wales.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS240 – TS242

QUESTION:

240. On what date was work associated with the *Station Refresh Program* completed for the Unanderra Station?

241. What was the total costs of the works in (1)?

242. Have any other stations in the Wollongong electorate been considered for works under the *Station Refresh Program*?

ANSWER:

I am advised:

240-241. The Unanderra upgrade through the Station Refresh Program was completed on 21 April 2017. The total cost of the project was approximately \$650,000.

242. Wollongong and North Wollongong stations received Station Refresh Program upgrades in the 2013/2014 financial year. Stations across the network are currently being considered for future upgrades.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS243 – TS247

QUESTION:

243. What modifications to Wollongong Station are planned as announced in the 2017-18 Budget?

244. What is the total cost of the modifications?

245. When will the modifications commence and conclude?

246. Will the planned modifications disrupt commuter services at Wollongong Station?

247. If so, what plans are in place to minimise any disruption?

ANSWER:

I am advised:

243. Station modifications as part of a \$4.9 million state wide program.

244-245. Planning is at a very early stage.

246-247. No.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS248 – TS250

QUESTION:

248. Why is the Government planning to remove all rolling Stock from the Broadmeadow Locomotive Depot?

249. Where will the historic trains and rolling stock currently stored and maintained at this site be moved to?

250. What is the Government intending to use this site for in the future?

ANSWER:

I am advised:

248-249. Unlike Labor, who's Office of Rail Heritage was never independently audited, did not issue its own financial statements, did not report on its performance against budget and had no separate budgets of its own, the current government has established the open and transparent not-for-profit company, Transport Heritage NSW (THNSW).

In this spirit of openness and transparency, I can advise that under the former government, the rolling stock in question was relocated from Thirlmere to Broadmeadow in 2009 purely for storage purposes by the then Office of Rail Heritage to allow upgrade works to occur at Thirlmere.

THNSW's focus is to ensure the ongoing safe and secure storage of a large quantity of rail heritage assets across NSW for the benefit of current and future generations.

250. I refer you to the response given at the hearing.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS251 – TS254

QUESTION:

251. Minister, will services to Granville station be further reduced under the forthcoming train timetable?

252. Will western line services still stop at Granville?

253. On what basis was it decided that there should be further cuts to express services?

254. Will bus timetables including the M91 be modified to ensure connections with reduced rail services?

ANSWER:

I am advised:

251-252. Information about services to Granville Station is available on the Transport for NSW website.

253. The rail timetable must balance many competing demands. This is all about meeting the needs of the majority of our customers, making the most of the infrastructure we have and gearing up for the future. It should be noted that Granville Station will be served by 12 trains per hour in both the morning and evening peak. Knowing how some in the Labor Party struggle with mathematics, this equates to one train every five minutes.

254. Bus timetables including the M91 will be modified as necessary to ensure connections with rail services under the new timetable.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS255 – TS257

QUESTION:

255. Why is the Parramatta light rail route so far from the Stadium?

256. Why does the Parramatta Light Rail website claim it “has been designed to minimise impacts on the important heritage landmarks and items across the Parramatta region” when it is clear the Royal Oak Hotel will be acquired and demolished? What consideration was given to the heritage impact of demolishing the Royal Oak Hotel for the Parramatta Light Rail? (from

<http://www.parramattalightrail.nsw.gov.au/frequently-asked-questionsparramatta?keyword=heritage>)

257. The AECOM report on the Parramatta Light Rail commissioned by the former Parramatta City Council identified multiple means of value capture and funding for the Parramatta Light Rail – which of these are being actively explored and which are ruled out?

ANSWER:

I am advised:

255. The new Western Sydney Stadium is approximately 400 metres from the proposed stop at Prince Alfred Square. Transport for NSW engaged with Venues NSW, Infrastructure NSW and Parramatta Leagues Club on the Parramatta Light Rail project.

Venues NSW is satisfied that a light rail stop located around 400 to 500 metres from the new Western Sydney Stadium will efficiently handle crowds for major events, as it allows for space for crowds to disperse from the stadium without impacting on the light rail operation.

It should be noted this is the approximately the same distance between the Moore Park stop on the CBD and South East Light rail and the Sydney Cricket Ground. Again, this is the result of a conscious decision to provide space for crowds to disperse from the stadium.

Further, O’Connell Street is a strategic freight and traffic corridor which forms part of the Parramatta Ring Road. The next closest street to the stadium is primarily a local road which could not accommodate light rail within the existing road reserve. The preferred route along Church Street provides the highest level of amenity without compromising customer safety.

256. This information is available in the Environmental Impact Statement.

257. This is a matter for the City of Parramatta Council.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS258 - TS261

QUESTION:

258. What was the cost of an adult yearly ticket in 1995? If there were multiple options based on zones of other criteria, please list them.

259. What was the cost of an adult yearly ticket in 2011? If there were multiple options based on zones of other criteria, please list them.

260. What was the adult fare from Penrith to Central in 1995?

261. What was the adult fare from Penrith to Central in 2011?

ANSWER:

I am advised:

Fares are published in the New South Wales Government Gazette.

I note that in the 16 years that Labor were in Government, fares went up 87 per cent. This compares to the NSW Liberals and Nationals Government that has kept fares well below inflation. Fares have actually decreased in the last two years by 0.4 per cent, and that's before accounting for inflation. This has been achieved while adding over 19,000 additional services, improving on-time running, and customer satisfaction.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS262 – TS297

QUESTION:

262. On what date was the document, Spoil Management Project – Review of Environmental Factors, dated August 2017, finalised and uploaded to the website?
263. How many submissions from (a) stakeholders and (b) members of the community were received?
264. On what date did Transport for NSW seek input from (a) stakeholders and (b) members of the community?
265. How many members of the community and from which suburbs was feedback sought from?
266. Which advertising mediums were used to advertise that the REF was seeking stakeholder and community comment?
267. Were local Members of Parliament notified that the REF was open for comment and provided with an opportunity to comment? If not, why not?
268. Please list the names of the organisations from which submissions were received?
269. Please list the names of the individuals from whom submissions were received?
270. Did Transport for NSW consult Wollongong City Council in relation to the project?
271. If not, why not?
272. If so, on what date?
273. What is the process for community consultation for this proposal following the release of the Spoil Management Project – Review of Environmental Factors?
274. On what dates did the Project Management Group meet?
275. When does Transport for NSW intend to respond to the feedback provided by each respondent?
276. On what date are the proposed additional truck and train movements proposed to commence?
277. On which date are the proposed additional truck and train movements proposed to cease?
278. Are six extra freight trains needed to transport the spoil proposed by the project?
279. If not, how many extra trains will be required?
280. What are the times these additional trains will use the South Coast Line on a daily basis?
281. When will these additional train paths commence?
282. When will these additional train paths cease to be required?
283. Will these additional train paths impact on existing passenger services on the South Coast Line?
284. What measures are planned to minimise the impact on existing passenger train services?
285. How long will the freight trains be to move the spoil to the proposed Illawarra Modal Transfer Facility?
286. Will the trains be covered?

287. If not, why not?

288. How high will the spoil be once all the material to be transported to the Illawarra Modal Transfer Facility be?

289. How can Transport for NSW be sure that none of the spoil materials is contaminated?

290. What measures will be taken to deal with any contaminated spoil?

291. What specific measures will be in place to suppress dust?

292. What construction projects in the Illawarra will the spoil to be stored at the Illawarra Modal Transfer Facility be used for?

293. How much is BlueScope Steel being paid to store the spoil at the Illawarra Modal Transfer Facility?

294. How many people will be employed as part of this project in the Illawarra?

295. What will be the duration of this employment?

296. What is the process for seeking approval for this project?

297. Has Transport for NSW met all of its requirements of the REF process as outlined by the Environmental Planning and Assessment Act and associated regulations?

ANSWER:

I am advised:

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

263. Submissions received in response to the Review of Environmental Factors (REF) will be considered in a Submissions Report. The report will be prepared by Transport for NSW and the community will be notified as soon as the report is available to view.

264-265. This information is available on the Transport for NSW website.

266. Advertisements were placed in the Illawarra Mercury and Canterbury Bankstown Express.

267. I refer to my answer to Supplementary Question 264-265.

268 – 269. I refer to my answer to Supplementary Question 263.

270-272. Yes. Transport for NSW had regular contact with Wollongong City Council throughout the planning and engagement phases from May 2016 to August 2017.

273. I refer to my answer to Supplementary Question 264-265.

274. The project team for the Spoil Management Project met nine times between April 2016 and July 2016.

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

276 - 277. There will not be any additional truck movements as a result of the proposal.

278 - 279. No. The proposal would provide for the freighting of 9,000 tonnes of spoil a day to be transported via approximately three train movements (3,000 tonnes per train on average).

280. The trains used as part of this proposal would use a dedicated freight path on the South Coast Line.

281-282. Detailed operational information will be determined at subsequent planning stages and is subject to stakeholder requirements and licencing arrangements.

283-284. This information is available on the Transport for NSW website.

285. The freight trains will be approximately 800 metres in length, should the maximum 3,000 tonnes be carried in each trip.

286-287. Management of dust emissions is a serious consideration and would be further addressed during design development. Design development would consider whether covering the existing open wagons is feasible.

288. The height of the stockpile will be determined by the area within which spoil is stored. Temporary stockpiles would also be sprayed down to suppress dust, with a sediment and erosion control system in place to capture and treat any run off.

289. The spoil being transported is natural material, uncontaminated by industrial or commercial activities. The spoil is classified as Virgin Excavated Natural Material (VENM). No contaminated material is proposed to be transported as part of the project.

290. Contaminated spoil will be classified at the origin before it is transported to the Sydney Modal Handling Transfer Facility in Chullora. Should the classification not align to the spoil for which the proposal is licenced to move, the spoil will be disposed of in accordance with the existing approved M4 WestConnex management plans.

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

292. The spoil will be transported to construction sites that require fill within the Illawarra region for beneficial reuse.

293. Financial discussions between the relevant parties are yet to commence and would be a matter for discussion during the detailed development phase of the project.

294-295. The exact number of jobs would be dependent on detailed design and operations management plans. The duration of employment created by this proposal would depend on the length of proposal operation.

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

297. Yes.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS298 – TS309

QUESTION:

298. How much has the Government spent on this Transport Manager Simulation to date?

299. What was the initial timeline for the delivery of the Transport Manager Simulator? Transport Manager Simulator been delivered to Government as of 5 September 2017?

300. If so, what has the Transport Manager Simulation already been used for?

301. How many contract arrangements with the third party developers were signed by Government in relation to this project?

302. What was the total value of each contract?

303. What was the total value of the Quote from SOAP, Project Number PN11311 – to build online simulator game?

304. Did the Government proceed with this quote?

305. Quote from SOAP, Project Number PN11321 “Scenarios Game – Design and Build” – for extension to build game

306. Did the Government proceed with this quote?

307. What is the total value of all Government contracts relating to the Transport Manager which the Government has with SOAP?

308. How much has the Government budget for the development of a Transport Manager Simulator?

309. Will the Government provide an itemised breakdown showing the costs of 'Transport Manager', including,

- (a) Planning/concept work
- (b) Development
- (c) Testing
- (d) Implementation
- (e) Project Management
- (f) Recurrent hosting / development costs

ANSWER:

I am advised:

Information about contract value and duration is available on the eTendering website.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS310 – TS336

QUESTION:

310. Was the cost of the Newcastle light rail \$260M on 1 January 2017?
(a) If not, what was the cost?
311. Was the cost of the Newcastle light rail \$295M on 14 April 2017?
(a) If not what was the cost?
312. On the 11 July 2017 had the total cost of the Newcastle light rail project increased by \$35M?
(a) If not, what was the cost of the project?
313. On the 14 July 2017 had the total cost of the Newcastle light rail project increased by \$35M?
(a) If not what was the cost?
314. Has the total cost of the Newcastle light rail increased by \$35M?
315. On what date were you first made aware of the \$35M increase to the cost of the Newcastle light rail?
316. Do you stand by your statement that the Newcastle light rail is “on time and on budget”?
317. Will you release the business case and assurance review for the Newcastle light rail?
318. What is the detailed breakdown of the \$660M that is being spent on the Newcastle Urban Transformation and Transport Program?
319. How many staff were employed as part of the Newcastle Urban Transformation and Transport Program for each of the following years:
(a) 2014;
(b) 2015;
(c) 2016; and
(d) 2017?
320. What was the cost of staff employed to work on the Newcastle Urban Transformation and Transport Program for each of the following years:
(a) 2014;
(b) 2015;
(c) 2016; and
(d) 2017?
321. What is the cost of advertising for the Newcastle Urban Transformation and Transport Program for each of the following years:
(a) 2014;
(b) 2015;
(c) 2016; and
(d) 2017?
322. How many Newcastle bus services have been cancelled since the private operator began operating the network on 1 July 2017?
(a) What action has the Minister taken to reduce the number of cancellations?
(b) Does the private operator receive a penalty for each cancelled service?

323. Is inadequate rostering software leading to the cancellation of bus services?
 (a) If so, what is the Minister doing to address this issue?
324. Is inadequate payroll software leading to the under payment of Newcastle Transport employees?
 (a) If so, what is the Minister doing to address this issue?
 (b) Does the private operator receive a penalty for under payment its employees?
325. Have Newcastle Transport employees received their full allocation of their uniform?
 (a) If not, when will this be completed?
326. Have all superannuation payments for Newcastle Transport employees been made correctly?
 (a) If not, what action has the Minister taken to resolve this issue?
327. Have all payroll deduction for private health insurance for Newcastle Transport employees been processed correctly?
 (a) If not, what action has the Minister taken to resolve this issue?
 (b) Is the Minister aware of any employees that have been unable to access their private health insurance due to payments not being received by health funds?
328. What action is the Minister taking to improve journey times for train travel between Newcastle and Sydney?
329. How extra service will operate to Newcastle as a result of the 'More Trains, More Services'?
330. Will the Minister consider expanding the Stockton Ferry to include stops at Wickham and Honeysuckle?
331. Does the Minister plan on closing the Broadmeadow railway locomotive depot?
332. Does the Minister plan on moving the rolling stock from Broadmeadow railway locomotive depot to Chullora?
333. Is the Broadmeadow locomotive depot currently considered surplus to operations?
334. Is it safe to operate the new intercity train fleet without train guards on the Central Coast and Newcastle line?
335. The Government committed \$10M for the strategic business case for expanding the Newcastle light rail, have these funds been spent?
336. What is the status of the business case?
 (a) Will the business case be released to the public?

ANSWER:

I am advised:

310 – 316 & 318. Newcastle Light Rail is on time and on budget. Newcastle Light Rail is being delivered as part of the Revitalising Newcastle program - a broad program of work designed to breathe new life into Newcastle.

Through the Revitalising Newcastle program, the NSW Government is investing over \$650 million in Newcastle. Please refer to response for questions 85-88.

317. No. This information is Cabinet-in-confidence.

319 – 320. Local employment has been prioritised within the Revitalising Newcastle team, with local team members committed to Newcastle because they live in

Newcastle and care about the city's future. Overall, there are over fifty staff based in Newcastle working on the NSW Government's multi-agency Revitalising Newcastle program.

321. The Revitalising Newcastle advertising campaign is being delivered as part of the NSW Government's \$650 million plus investment to breathe new life into Newcastle. The campaign is designed to keep locals well informed about the work being delivered in their own backyard. The campaign is locally grown; developed by a local creative agency that has been established in Newcastle for over 20 years.

322 – 324. I refer you to the response given at the hearing.

325 – 325. Employees have received their uniform allocation in accordance with their Enterprise Bargaining Agreement.

326. A small number of corrections to superannuation contributions was required; Newcastle Transport has been advised this was promptly rectified.

327. Newcastle Transport is not aware of any private health insurance payroll deduction errors or any instances where employees have been unable to access their private health insurance, due to payments not being made by Newcastle Transport.

328 – 329. The NSW Government will invest more than \$1.5 billion over the next three years on the More Trains, More Services program which will boost capacity through hundreds of extra services, better infrastructure and new trains for Sydney

330. Transport for NSW is currently undertaking consultation with the community on the future of transport in Newcastle. Transport for NSW will work with Newcastle Transport to plan future transport improvements. Potential expansion of ferry services to other destinations will be considered in the context of broader transport infrastructure needs in the region.

331. & 333. Broadmeadow currently houses the maintenance of the Hunter Cars and some Endeavour rolling stock. A separate part of Broadmeadow Yard has not been used for operational purposes for some time. Part of this non-operational space is currently used to store heritage rolling stock.

332. Please refer to responses for 248-250.

334. The safety of staff and customers is at the centre of the New Intercity Fleet's design. Where safe to do so, NSW Trainlink proposes operating New Intercity Fleet trains as driver only.

NSW Trainlink has been working with unions since mid-2016 to better understand potential issues and determine how they can be addressed. NSW Trainlink will work with staff, unions and regulators on any required safety measures required to enable trains to operate as driver only.

The introduction of the New Intercity Fleet provides an opportunity to take a fresh look at the best way to keep customers safe using advanced technology and to provide the levels of service customers deserve. This includes investigating re-locating resources from the isolated guard's cabin to where staff can best service customers.

335. The \$10 million is being expended on planning and feasibility studies, engineering, cost and technical reports, preliminary investigations of scopes and environmental and property assessments, for the potential expansion of a light rail Labor and Greens opposed.

336. Investigations are currently underway to determine potential options for expanding Newcastle's light rail network in the future.

NSW transport and planning agencies are investigating what is feasible and community feedback has also been sought on a number of options.

Further information about how Novocastrians wish to travel and which transit corridors could benefit from frequent high capacity services will be available when Newcastle Transport overhauls the Newcastle bus timetable in early 2018.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS337 – TS346

QUESTION:

337. What was the primary reason for the Government deciding to introduce the B Line service on the Northern Beaches?

338. Will it be the case that the B Line service will deliver faster travel times for passengers travelling on them?

(a) If so, what will those improved travel times be?

339. Is the B Line service linked in any way to a proposal to rezone parts of non-urban land at Ingleside that will accommodate approximately 9,000 residents?

340. Is the B Line service linked in any way to proposals to rezone parts of the Northern Beaches for future high rise developments?

341. What will be the full cost for implementing the B Line service?

(a) Is this full cost the final amount or is it subject to further possible increases?

342. What will be the fare structure on the B Line service?

343. Following the introduction of the B Line service, will any existing bus services on the Northern Beaches be reduced or abolished?

(a) If so, provide details.

344. Will the existing L90 and L88 limited stop services be affected in any way with the introduction of the B Line service?

(a) If so, provide details.

345. Is it the intention of the Government to, following its implementation, privatise the B Line service?

(a) If so, what is the expected timetable for the privatisation?

346. The existing peak hour service, L90 from Narrabeen to Wynyard is advertised on the current timetable as taking 55 minutes. What will be the travel time for the same journey during peak hour on the B Line service?

ANSWER:

I am advised:

337. The introduction of the Northern Beaches B-Line service is aligned with strategic directions outlined in the NSW Long Term Transport Master Plan, Sydney's Bus Future and the Northern Beaches Transport Action Plan.

338. The B-Line service will provide a frequent 'turn-up-and-go' service with high capacity double decker vehicles. Actual travel times will be confirmed when timetables are finalised before the service commences later in 2017.

339 - 340. No. While I note that members of the Labor Party, including former Premier Barrie Unsworth are perpetuating these lies, the B-Line is in no way whatsoever linked to rezoning land on the Northern Beaches.

341. This information is available in the Budget Papers.

342. This information is available on the Opal website.

343-344. This information is available on the B-Line website.

345. There are no plans to have B-Line run separately out of bus contract area 8, which is operated by the State Transit Authority.

346. The actual travel time for B-Line services between Narrabeen and Wynyard during the morning peak will be confirmed when timetables are finalised before the service commences later in 2017.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS347 – TS353

QUESTION:

347. What is the total budget for the Rail Maintenance Facility in Kangy Angy?

348. What additional cost have been factored in to allow for the construction of a bridge over the rail line on Orchard Road?

349. What environmental offsets will need to be taken in order to fulfil the State and Federal Governments Biodiversity frameworks?

(a) What steps have been taken to fulfil these requirements?

(b) What will the total cost be to fulfil the requirements?

(c) Is the Government committed to providing offsets locally?

350. What compulsory acquisitions will be required for the facility and what is the estimated cost?

(a) Have residents been approached to discuss compulsory and voluntary acquisitions?

351. What flood modelling has taken place on the site?

352. What has been budgeted for flood prevention works?

353. How does TfNSW plan to maintain the water quality at Ourimbah Creek?

ANSWER:

I am advised:

347 – 348. The cost of the maintenance facility is commercial-in-confidence as it is yet to be finalised through tenders.

349. (a) A Biodiversity Offset Strategy and Package will be developed to offset the loss of threatened habitat as a result of the construction and operation of the facility. The Biodiversity Offset Package will be developed in consultation with the Federal Department of the Environment and Energy, the NSW Office of Environment and Heritage and Central Coast Council.

Transport for NSW is consulting with Central Coast Council and private landowners within the Central Coast and Lake Macquarie regions to fulfil the biodiversity offsetting requirements.

(b) The final number and cost of biodiversity offsets required for the Project is subject to the detailed design process. Transport for NSW will endeavour to further minimise vegetation clearance through this design process.

(c) The Government's preference is to source the biodiversity offsets locally and Transport for NSW is in discussions with Central Coast Council regarding potential offset locations within the Gosford and Wyong regions.

350. Transport for NSW is finalising acquisition negotiations with existing private property owners. A number of acquisitions have been completed by agreement. Transport for NSW is finalising acquisition negotiations with remaining existing private property owners.

351. A detailed Flood Impact Assessment of the site will be undertaken by the construction contractor during detailed design to identify appropriate management and mitigation measures.

352. This information is commercial-in-confidence.

353. Before construction starts, the contractor will prepare a construction environmental management plan and an erosion and sediment control plan which will detail environmental measures and controls to manage impacts as a result of site activities.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS354

QUESTION:

354. How many staff are in your ministerial office?

(a) What was the average salary for staff members in your office during 2016-17?

(b) What is the estimated average salary for a ministerial staffer in your office in 2017-18 based on current appointments?

ANSWER:

I am advised:

Ministers' staff numbers and salary bands are available on the Department of Premier and Cabinet's website. Refer to:

http://www.dpc.nsw.gov.au/about/publications/premiers_and_ministers_staff_numbers

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS355

QUESTION:

355. How many blackberries/iphones/smart phones are assigned to your staff?
(a) For each phone, how much was each bill in 2016-17?
(b) How many phones have been lost or replaced due to damage in your office?
(c) What is the cost of replacing those phones?

ANSWER:

I am advised:

There were 240 smart phones allocated across the Ministerial Offices in 2016-17.

The total usage cost of these smart phones and other mobile devices (including iPads) was \$269,644, a 53.4% per cent reduction on the 2008-09 expenditure of \$578,691.

The cost of replacing any lost or stolen devices is claimed through the NSW Treasury Managed Fund.

Repairs are funded by the Department of Premier and Cabinet, Corporate and Ministerial Services.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS356

QUESTION:

356. How many iPads or tablets has DPC assigned to your Ministerial office and to whom have they been issued?

(a) What was the cost of providing iPads or tablets to your Ministerial Office in 2016-17?

(b) How many iPads or tablets have been replaced due to lost or damage in 2016-17?

(c) What was the cost of replacing these devices?

ANSWER:

I am advised:

There were 139 iPads in use across the Ministers' IT network in 2016-17.

The cost of replacing any lost or stolen devices is claimed through the NSW Treasury Managed Fund.

Repairs are funded by the Department of Premier and Cabinet, Corporate and Ministerial Services.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS357

QUESTION:

357. Has any artwork been purchased or leased for display in your ministerial office in 2016-17?

(a) What is the cost of this?

ANSWER:

I am advised:

Artwork in the Minister's Office includes artwork sourced from the NSW Parliament's permanent art collection and Transport for NSW and is on loan at no charge.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS358-359

QUESTION:

358. Have any floral displays or indoor plants or pot plants been hired or leased for display in your ministerial office in 2016-17?

(a) If so, what was the cost of these items?

359. Have any floral displays or indoor plants or pot plants been purchased for display in your ministerial office in 2016-17?

(a) If so, what was the cost of these items?

ANSWER:

I am advised:

Floral arrangements purchased by the Ministry are managed within the office's budgets.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS360

QUESTION:

360. What was the total cost of all subscriptions by you and your staff to online news services, newspapers, magazines, journals and periodicals in 2016-17?

(a) What are these services/newspapers/magazines/journals/periodicals?

(b) Who is the subscriber for each of these?

ANSWER:

I am advised:

The Minister's office subscribes to a modest number of publications for news and work purposes, the cost of which is managed within the office's budget.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS361

QUESTION:

361 .What was the total amount your office spent on stationery?

ANSWER:

I am advised:

Expenditure on stationery in 2016-17 across the Ministry was \$146,596. This includes the cost of printed stationery (business cards and letterheads).

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS362

QUESTION:

362. What was the total value of all gifts purchased for use by you and your office in 2016-17?

(a) What were the gifts purchased?

(b) Who were they gifted to?

ANSWER:

I am advised:

Gifts are presented to dignitaries during overseas missions and to dignitaries visiting NSW.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS363

QUESTION:

363. Do you purchase bottled water or provide water coolers for your office?
(a) What is the monthly cost of this?

ANSWER:

I am advised:

No.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS364

QUESTION:

364. What non-standard features are fitted to your ministerial vehicle?
(a) What is the cost of each non-standard feature?

ANSWER:

I am advised:

Ministers, the Leader of the Opposition, other nominated public office holders and certain former office holders are provided with official cars and drivers. During 2016-17 all costs associated with these vehicles were paid from the relevant office's budget.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS365

QUESTION:

365. What was the total bill for your office in 2016-17 for:

- (a) Taxi hire
- (b) Limousine hire
- (c) Private hire care
- (d) Hire car rental
- (e) Ridesharing services

ANSWER:

I am advised:

Expenditure on taxis, hire cars and ride share services in 2016-17 across the Ministry was \$82,771, down from \$99,463 last year. This compares with 2009-10 expenditure of \$175,776.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS366

QUESTION:

366. Were any planes or helicopters chartered by you or your office and paid for with public money in 2016-17?

(a) If yes, will you please detail each trip, the method of transport and the cost?

ANSWER:

I am advised:

Expenditure on charter flights for the Ministry totalled \$6,921 in 2016-17, down from \$28,706 last year. This compares with expenditure in 2009-10 of \$281,567.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS367

QUESTION:

367. How much did your ministerial office spend on hospitality, including catering and beverages, in 2016-17?

ANSWER:

I am advised:

Expenditure on hospitality across the Ministry totalled \$32,021 in 2016-17 which includes catering for stakeholder meetings and courtesy calls with visiting dignitaries

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS368

QUESTION:

368. How much did your department/ agency spend on hospitality, including catering and beverages, in 2016/17?

ANSWER:

I am advised:

Costs are managed within each agency's recurrent budget.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS369

QUESTION:

369. Do any Departments/agencies within your portfolio responsibilities utilise the services of Labour Hire Firms? If yes, please advise in table form for 2016-17:

- (a) The names of the firms utilised
- (b) The total amount paid to each firm engaged
- (c) The average tenure period for an employee provided by a labour hire company
- (d) The longest tenure for an employee provided by a labour hire company
- (e) The duties conducted by employees engaged through a labour hire company
- (f) The office locations of employees engaged through a labour hire company
- (g) The highest hourly or daily rate paid to an employee provided by a labour hire company

ANSWER:

I am advised:

The Transport Cluster uses Labour Hire firms, in accordance with NSW Public Service policies to cover temporary vacancies as required. There are no central records maintained, with operations authorised to make such arrangements, subject to their overall labour expense cap.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS370 – TS375

QUESTION:

370. 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?
371. What is the forecast for the current financial year for the number of media or public relations advisers to be employed and their total cost?
372. What is the total cost of media monitoring services used by Departments/agencies within your portfolio responsibilities?
373. By how much has the number of media or public relations advisers employed for each of your portfolio agencies increased since 2011-12 to the current date?
374. By how much has the expenditure on media or public relations advisers employed for each of your portfolio agencies increased since 2011-12 to the current date?
375. Have you had media training or speech training?
- (a) If yes, who paid for it?
 - (b) If paid by taxpayers, what was the amount paid in 2016-17?

ANSWER:

I am advised:

370. Transport Cluster staff numbers are included in agency annual reports.
371. Transport Cluster agency staff numbers undertaking media or public relations activities are commensurate with need and can go down or up as required.
372. The NSW Government purchases all commercial media monitoring centrally through the Department of Premier and Cabinet which delivers significant savings through aggregated procurement.
373. A centralised media function was established for the Department of Premier and Cabinet in 2015.
374. A centralised media function was not established for the Department of Premier and Cabinet until 2015.
375. No.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS376– TS377

QUESTION:

376. How much did your ministerial office spend on Facebook advertising or sponsored posts in 2016-17?

377. How much did your Department/agency spend on Facebook advertising or sponsored posts in 2016-17?

ANSWER:

I am advised:

376. No taxpayer money has been spent on Facebook advertising or sponsored posts.

377. Where appropriate social media is used by agencies alongside other forms of advertising as a cost effective medium of communication.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS378 – TS379

QUESTION:

378. Were any of your overseas trips in the last financial year paid for in part or in full by using public money?

(a) If so, did any of your relatives or friends accompany you on these trips?

379. Have you undertaken any official overseas travel that was privately funded?

(a) If so, what was the nature of these trips?

(b) Who paid for these trips?

ANSWER:

I am advised:

Details of overseas travel including costs are published on the Department of Premier and Cabinet website.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS380 – TS381

QUESTION:

380. What was the total expenditure in 2016-17 by Departments/agencies within your portfolio on:

- (a) Taxi hire
- (b) Limousine/private car hire
- (c) Hire car rental
- (d) Ridesharing services

381. Do any senior executive service employees in your Departments/agencies have a driver that is paid for by the Departments/agencies? If so, what is the number of senior executive service employees that have a driver and which senior executive service employees have a driver?

- (a) How much was spent on these drivers in 2016-17?

ANSWER:

I am advised:

380. Expenditure on taxis and hire cars is monitored in accordance with NSW Premier's Department memoranda and Treasury directions.

381. No.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS382 – TS383

QUESTION:

382. How much did the Department/agencies under your portfolio responsibility spend in legal costs in 2016-17?

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

383. Have Department/agencies under your portfolio engaged any consultants to provide the following services or advice in 2016-17:

(a) Social media

i. And the cost of these services

(b) Photography

i. And the cost of these services

(c) Acting training

i. And the cost of these services

(d) Ergonomics

i. And the cost of these services

ANSWER:

I am advised:

Financial statements, including expenditure on consultants, are available in agency annual reports.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS384 – TS392

QUESTION:

384. What was the number of senior executive service employees employed by Departments/agencies within your portfolio in 2016-17?

(a) How much was this number in 2011-12?

385. What was the expenditure on senior executive service employees employed by Departments/agencies within your portfolio in 2016-17?

(a) How much was this number in 2011-12?

386. What was the number of internal legal counsel employees employed by Departments/agencies within your portfolio in 2016-17?

(a) How much was this number in 2011-12?

387. What was the expenditure on internal legal counsel employees employed by Departments/agencies within your portfolio in 2016-17?

(a) How much was this number in 2011-12?

388. How many redundancies were processed by Departments/agencies within your portfolio responsibilities during 2016-17?

(a) Of these redundancies, how many were:

i. Voluntary

ii. Forced

(b) What was the total cost of all redundancies?

389. Have any staff who received a redundancy in the last two years undertaken any paid work or provided any paid services for the agency with which they were formerly employed?

(a) What was the nature of these works/services?

(b) What was the total cost of these works or services?

390. Are any staff formerly employed by your ministerial office now employed by Departments/agencies under your portfolio responsibility?

391. How many staff were dismissed from Departments/agencies under your portfolio responsibilities in 2016-17?

(a) What were the reason/s for each dismissal?

392. What was the total amount your Departments/agencies spent on stationery?

ANSWER:

I am advised:

384. Public Service Senior Executive (PSSE) numbers are reported in the Annual Reports of each agency within the Transport Cluster.

385. Public Service Senior Executive (PSSE) remuneration is reported in the Annual Reports of each agency within the Transport Cluster.

386 - 387. Staff numbers and their cost are managed within the agency's Labour Expense Cap, as part of the sector's Budget Controls.

388 – 391. Voluntary redundancies are a component for agencies to achieve their efficiency dividends. Redundancy figures across the sector for 2016/17 are anticipated to be in the order of 1,222, totalling 12,999 Since July 2011. The Labour

Expenses Cap introduced in the 2012-13 Budget also continues to give Secretaries as much flexibility as possible to achieve these savings in the most appropriate ways to meet the service requirements of their agencies. Nurses, Police Officers and teachers in schools have been quarantined from this measure.

392. Stationary expenses are accounted for in agencies' recurrent budgets.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS393 – TS394

QUESTION:

393. Do the Departments/agencies within your portfolio have an iTunes account?
(a) What was the total expenditure in 2016-17 on iTunes?
i. What applications/subscriptions/services were purchased through iTunes?
394. Do the Departments/agencies within your portfolio have an Android account?
(a) What was the total expenditure in 2016-17 on Android?
i. What applications/subscriptions/services were purchased through Android?

ANSWER:

I am advised:

IT costs are managed within each agency's budget and are guided by NSW Government's ICT and procurement policies and frameworks.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS395 – TS396

QUESTION:

395. What were the top 20 most utilised (by data sent and received) unique domain names accessed by your Ministerial office this year?

396. What were the top 20 most accessed (by number of times accessed) unique domain names accessed by your Ministerial office this year?

ANSWER:

I am advised:

The configuration of the Ministers' IT network infrastructure by our third party service providers does not allow the determination of such data.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS397 – TS399

QUESTION:

397. Please provide a list of all transactions where customers need to pay a merchant fee on credit and/or debit card payments in your Department/agency.

398. Please provide the percentage and/or amount of the merchant fees applied to all credit and/or debit card payments/transactions in your Department/agency.

399. What was the total amount paid in merchant fees on credit and/or debit card payments in your Department/agency in 2016-17?

ANSWER:

I am advised:

All NSW Government agencies are required to impose surcharges to recoup their merchant interchange fees, pursuant to Treasury Circular TC12/13.

Transport Cluster agency staff only use their Pcards for the purchase of goods and services for official business purposes. If particular vendors elect to impose a merchant fee on card transactions, that is an unavoidable cost of doing business. It would not be possible to determine fees charges to Departmental cards, as these would either be embedded in the individual transaction cost, or if separately disclosed would require each monthly card statement for each user to be reviewed.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS400

QUESTION:

400. Has your office or department used a Probity Auditor or Probity Advisors, or similar, in the past five years? If so please list the company and/or individual, the project, the engagement dates, and their total remuneration in tabular format.”

ANSWER:

I am advised:

In accordance with the NSW Procurement Board’s Direction (PBD-2013-05), Transport Cluster agencies have internal mechanisms in place to ensure that probity considerations are routinely taken into account in its procurement decisions, and the use of external probity advisers and auditors is the exception rather than the rule. Transport Cluster agency annual reports include all consultancies including those involving probity advisers valued more than \$50,000.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS401 – TS404

QUESTION:

401. The number of complaints is 3.21 per 1,000 monthly trips for Region 6. Given the Minister has cited the number of complaints as the reason to privatise this region, what is the number of complaints per 1,000 monthly trips that will be acceptable to TfNSW when Region 6 buses are being run by private operator?

(a) If the number of complaints in Region 6 doesn't go below the current number of complaints, will TfNSW hand Region 6 back to STA?

402. Can the Government guarantee that routes will not be cut and frequency of bus services will not be negatively affected on any of the bus routes in Region 6 if they are being run by the private operator?

403. Is there a patronage number that will be guaranteed to the private operator for if Region 6 is privatised?

(a) Is the Government considering or offering any subsidies to the private operator if the patronage numbers fall below those in the contract?

(b) Is any other form of compensation triggered for the private operator if there is less than expected patronage?

404. Is the Government planning to privatise any other STA operated bus regions in NSW?

ANSWER:

I am advised:

401. Private operators will be incentivised to increase patronage as part of the Government's objective to make Sydney's public transport easier and more attractive to use. The Region 6 contract includes a comprehensive performance regime covering reliability, customer service, safety and cleanliness. If the operator fails to meet key performance indicators, contractual penalties are incurred.

402. All routes, as well as timetables and bus stops will continue to be regulated by the Government.

403. Please refer to my answer to supplementary question 401.

404. Your question proceeds on a false premise, as the government has not privatised any of the STA regions.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS405 – TS415

QUESTION:

405. TfNSW have stated \$7.5 million was allocated to STA to improve on time performance in 2015. How much of that \$7.5 million has been spent to date? And, on what?

406. Has TfNSW added buses or bus hours to Region 6 since 2012 to improve on time running? If so, how many buses and bus hours were added? And, what was the cost?

407. Why did TfNSW refuse to spend the \$5 million saved from the CBD Bus plan back into the STA to improve bus performance?

408. Why did TfNSW ignore recommendations from STA that actual vehicle location data be used for constructing timetables in other bus regions after successful implementation for North Sydney, Military road and Northern Beaches services?

409. Why did TfNSW not address the variance between scheduled and actual running times in Region 6?

410. Currently, what is the method used in Region 6 to create bus timetables and how does it relate to actual running times of buses?

(a) How are actual running times calculated?

i. Does TfNSW use this data used to create timetables? If not, why not?

411. Since the September 2015 NSW Auditor General's performance audit into Sydney Metropolitan Bus Contracts, which recommended TfNSW "take further steps to generate improvements in STA punctuality"

(<http://www.audit.nsw.gov.au/news/sydney-metropolitan-bus-contracts>).

What steps has TfNSW taken in this regard?

412. Can you provide the following information after Newcastle bus routes were privatised:

(a) What has been the impact on passenger numbers, driver's average wages, employment conditions, ticket prices, number of routes, and customer satisfaction?

413. If the tender for Bus Region 6 is awarded and the private operator takes over bus services, when will the Government conduct the first performance evaluation for the private operator?

414. STA staff was to be relocated to Leichhardt Bus Depot following upgrades to the depot, but will now no longer be allowed to use the depot as it is will be handed over to the private sector for their use when running buses in Region 6. Where will the STA staff now be accommodated?

415. The tender for Bus Region 6 states, "Private operators will have to re-compete for contracts every 5 to 10 years and will only have their contract renewed if they meet high performance standards for safety, reliability, customer satisfaction, and cleanliness". What are these performance standards and targets that must be met?

ANSWER:

I am advised:

405. All funding requested by the State Transit Authority (STA) to date has been allocated. All Region 8 improvements requested by STA have been completed. In addition, all Region 6 route changes requested by STA to date have been completed.

406. Since 2012, eight buses have been added to STA Region 6, costing approximately \$1.4 million.

407–408. The premise of both questions is wrong.

409. The NSW Government is actively addressing this issue through the franchising of Region 6.

410. Region 6 timetables are developed by STA utilising historical data for both in-service and out-of-service times, with relevant adjustments for improved processes/management.

412. Since Keolis Downer commenced operations in Newcastle:

- STA operational staff has transferred to the new operator on the same wage and conditions and drivers have since received a pay increase.
- Fares continue to be set by the NSW Government and remain part of the Opal system.
- The number of routes has remained the same. The new operator will continue to operate the existing bus network until service improvements are implemented in early 2018.
- Customer satisfaction will be surveyed periodically as a requirement under the contract, and Newcastle Transport is required to meet an overall high level of customer satisfaction.

413. Governance requirements under the contract with the private operator include monthly reviews of the performance regime, which are undertaken by Transport for NSW.

414. STA staff who, prior to the government's announcement on Region 6, were to be relocated to Leichhardt Bus Depot will now be relocated to other bus depots in State Transit's contractual area.

415. Under the contract, the Government will set minimum service standards and Key Performance Indicators, but the operator will be given a level of autonomy to plan and run services. A suite of key performance indicators will be included in the contract which will ensure a high performance standard from the operator. Incentives will apply when key performance indicators are met and penalties when they are not. Repeated failure to meet key performance indicators can also result in contract termination rights arising under the contract.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS416 – TS419

QUESTION:

416. Has the national rail safety regulator issued a safety compliance operating certificate for Sydney metro stage 1?

(a) Has the regulator expressed any concerns about the ability of people to evacuate through such small tunnels?

417. The tunnel between Cherrybrook and Epping is 6 kilometres and there are no exits at all in that tunnel, that is to say that in an emergency for example a complete power failure, people could be expected to walk as long as 3 kilometres?

(a) How wide is the walkway in the tunnel?

(b) How will people evacuate? Through the front and back of the train or the side doors? So everyone has to evacuate out the front or back of the train and onto these narrow walkways. Why are they so narrow? Do they have guard rails?

(c) Will emergency services be using the same walkway that people will be evacuated onto?

(d) How long would you expect an evacuation to take if a train broke down or there was a fire midway between Cherrybrook and Epping?

(e) Will the walkways be able to accommodate someone in a wheelchair

418. The cross rail in the UK has two ramps, one for passenger evacuation at carriage floor height and the other for emergency services access on track level. Why didn't you follow this design?

(a) Are ramps from the end of the trains being designed now?

419. Why did you deliberately design tunnels so small that there are not adequate evacuation procedures?

ANSWER:

I am advised:

416. Sydney Metro Northwest is still under construction. This will occur at the appropriate time.

(a) No.

417. (a)-(b) In the vast majority of circumstances where detrainment is necessary the train will progress to the next station under the control of the Operations Control Centre.

The Sydney Metro Northwest tunnels have an emergency access point between Epping and Cherrybrook stations at the Cheltenham Service Facility, from where customers can exit the tunnels in an emergency.

In the rare event where detrainment in the tunnels is required the preferred method of customer evacuation will be end detrainment. In addition, side detrainment would also be available via the tunnel walkways. The width of the elevated walkway between Cherrybrook and Epping is 850mm which is identical to the current configuration of the Epping to Chatswood Rail Link which is designed to meet relevant standards.

(c) Emergency services may utilise the walkways or track in the tunnel for access depending on the circumstances.

(d) Trains will be evacuated as quickly as possible if it is determined evacuation is the correct course of action in an emergency situation.

(e) Yes.

418. Sydney Metro has been benchmarked against a number of international projects, including Crossrail, which all have unique characteristics. The Sydney Metro tunnels have been designed to have a similar configuration to the Epping to Chatswood Rail Link into which they connect. Fire & Rescue NSW has been consulted in the development of Sydney Metro Northwest. Emergency trolleys are available as they currently are in the Epping to Chatswood Rail Link

(a) The end detraining ramps are physically part of the train and have always been a feature of the Sydney Metro train. They have been fully designed, independently certified and are currently in full production.

419. I decline to dignify such an offensive and deliberately provocative question with an answer.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS420 – TS424

QUESTION:

420. Is the Government considering purchasing pre-fabricated standardised stations for the Sydenham to Bankstown Metro?

421. When the Bankstown line is closed during construction and buses will replace trains, what services will be available to commuters and residents currently using Erskineville and St Peters stations?

422. Is it true that commuters and residents currently using St Peters station will have half the available train services as a result of the construction of the Metro City and Southwest?

423. Given that Erskineville and St Peters stations are currently serviced with trains on the Bankstown and Illawarra lines how will commuters access the same level of service when the Bankstown line is closed at these stations and they are forced onto already overcrowded services on the Illawarra line?

424. The distance to walk from St Peters to the proposed Metro station in Sydenham is approx. 2.5 kms and to the proposed Waterloo Metro station approx. 3.5kms. Will the Government provide access to the Metro for residents in St Peters and Newtown?

ANSWER:

I am advised:

420. The T3 Bankstown Line has a rich history and station designs have considered the heritage values of each station.

Where possible heritage buildings such as ticket offices and platform buildings have been incorporated into new designs.

New concourses will be built to emphasise the history of the stations, while new canopies will be sympathetic to heritage buildings and will protect more customers from the weather while at the same time reducing the impact to the buildings.

New entrance plazas will help better connect the existing stations with their local area, providing new convenient entrances and improved services like drop off zones and increased bicycle parking. Upgraded footpaths will also make pedestrian access safer and more accessible.

421. Erskineville and St Peters stations will continue to be serviced by Sydney Trains.

422. The answer to your push-poll style questions is no.

423. When Sydney Metro opens in 2024, St Peters and Erskineville Stations will continue to be served by Sydney Trains. The lack of imagination, and ignorance of the various lines that have trains running through St Peters or Erskineville is all the evidence needed to know why the Greens should not be put in charge of running Transport in NSW.

424. Yes. Customers closer to St Peters or Erskineville Stations can interchange at Central for the Metro. I note that during the hearing you indicated your opposition to the Metro, so I cannot understand why you want such access.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS425 – TS426

QUESTION:

425. Is the bike track along the north side of Alison road being removed to accommodate the now changed route of light rail?

(a) How much is this going to cost?

(b) Where is this bike bath being diverted to?

(c) How many people are assigned to redirect bikers? At how much cost to the taxpayer?

(d) Would you agree removing this bike path would not have been necessary if the alignment of light rail had been left on the South side of Alison road?

426. What is the current forecast estimated peak journey time of the CSELR and the current peak estimated capacity and patronage?

ANSWER:

I am advised:

425. No. The shared path will remain on the northern side of Alison Road.

Traffic controllers are located at road crossings to assist pedestrians and cyclists for the duration of the light rail work. Pedestrians and cyclists are advised to follow the diversions in place and the directions of traffic controllers.

Transport for NSW and ALTRAC continue to monitor all safety aspects in relation to the shared path.

426. Planning documents estimate end-to-end journey time at 34-38 minutes.

The CBD and South East Light Rail will transform public transport by providing increased capacity and 97 per cent reliability on its final journey times, compared to buses with travel times that can vary significantly, particularly in peak periods.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS427 – TS436

QUESTION:

427. How much is the introduction of so-called “on demand buses” expected to cost?

428. Was there a competitive tender process involved in the service of on-demand buses?

(a) If so, how many and which companies applied to run this trial in each area?

429. In Kansas City in the US, Government gave subsidies of up to \$1,000 per ride in trying to keep these ride sharing buses running. Are there any Government subsidies involved in NSW trials?

430. Has the NSW Government been in talks with private companies to provide subsidies to run these services?

(a) How are these calculated?

(b) What are these subsidies?

431. What ride numbers are needed to keep these minibuses afloat? What if these numbers are not reached?

432. Is there a demand element to whether the bus will come pick you up? What kind of demand needs to be satisfied for one minibus to run cost effectively?

433. Have you compared a regular or minibus operated by the STA to this on-demand minibus that will be privately operated for reliability or cost effectiveness? If so, what were the results? If not, why not?

434. Is there any reason why STA can't run these minibuses?

435. For a ride from Bankstown train station to the Bankstown-Lidcombe hospital, which usually takes about 8 minutes in a car – do you think a fare of \$4 one way is justified, given that the STA run bus on the same route will cost \$2.15 on an adult opal ticket?

(a) How is the fare decided and regulated?

(b) Will these buses be allowed to charge a surcharge like Uber?

(c) Is there anything in the contract to stop them from charging a surcharge due to any reason whatsoever?

436. Is there any plan or discussions around closing routes for STA run buses in areas where ondemand minibuses are being trialled?

ANSWER:

I am advised:

427. The Government will invest \$20.5 million in the next three financial years.

428. Yes. Transport for NSW reached out to the market through an open Request for Expression of Interest (RFEOI) process.

(a) 66 proposals were received from 43 proponents. The proponents are listed on the eTendering website.

429. See my response to supplementary question 427.

430. All of the pilots will be operated by private operators. Information relating to each individual pilot is commercial in confidence.

431. Transport for NSW has not mandated a minimum patronage level.

Transport for NSW wants to pilot flexible, demand responsive and innovative services that will improve transport and set the scene for the way that we deliver services in the future. The Program is about making services available when and where people need them.

432. On Demand public transport will allow people to book a vehicle to pick them up from home or a convenient local location like a bus stop using an app, website or phone.

There are no minimum demand requirements for any of the pilot services to operate. It will only take one customer booking for the service to operate.

The results of the pilot studies will inform the cost effectiveness of the different on demand services being trialled.

433. STA do not operate minibuses. These pilots are intended to complement existing resources within the public transport network. It is about making services available when and where people need.

Initially, the pilots will run alongside existing services and learnings from the pilots will help inform Transport for NSW's thinking for future service contracts and create potential opportunities for new models and entrants in the transport network of the future. It is a pity the Greens appear to have a focus on 1960s solutions to Twenty-first Century transport needs.

434. Transport for NSW conducted an open RFEOI process. STA did not submit a proposal through that process.

435. The pilots will test the approach to fares. The contract prescribes that Transport for NSW will determine fares for the services. An operator is not able to apply a surcharge.

436. I refer to my response to supplementary question 433.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS437

QUESTION:

437. Is the Government planning to put a ticket/fare on the currently free bus services 55A and 55C (also known as the Gong Shuttle)?

(a) If not, can the Government rule out charging a fare for the 55A and 55C shuttles buses in Wollongong?

ANSWER:

I am advised:

The 'Gong Shuttle' was introduced by the then Minister for Transport and Member for Keira David Campbell and has been operating since 17 March 2009. I note David Campbell was one of the local MPs covered by the shuttle.

The 'Gong Shuttle' was just one of 12 free bus routes introduced by the former Labor Government, with nine of these routes being introduced less than three months before the 2011 state election in an election bribe.

While the Labor Party may think that these services are 'free', they are not, with the NSW taxpayer subsidising 'Gong Shuttle' services to the tune of over \$3 million a year.

As no Opal data on the 'Gong Shuttle' is available, Transport for NSW has conducted an investigation to provide a better understanding of customers and their travel patterns, and to explore opportunities to improve reliability of the service.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS438 – TS447

QUESTION:

438. How many Opal Card Top Up Machines were available at train stations across NSW as of 30 July 2017?

439. How many Opal Card Top Up Machines will be available at train stations across NSW by 31 December 2017?

440. What are the criteria for deciding the number of Opal Top Up Machines that are put into each station across NSW?

(a) So you're saying patronage at peak hours is not the criteria used to determine this?

441. How many Opal Card Top Up Machines were operational at Central Station in Sydney on Saturday, 22 July?

442. What procedures does Transport for NSW follow if an Opal Card Top Up Machine, or multiples machines, are out of order at a train station?

443. Has Transport for NSW engaged private contractors, such as Public Relations Firms or Marketing firms, to help people if Opal Card Top Up Machines are not working at a station?

(a) If so, what are the names of the companies?

(b) How much are each of these contracts worth?

444. Has the Government paid any money to a private company to represent Transport for NSW and conduct customer service and related activities at any train station or bus stop in NSW?

(a) If yes, please provide details of which company was engaged, duration of contract and money paid.

445. Since the phase out of paper tickets was completed, how many people have been charged with fare evasion and/or any other offense related to ticketing compliance?

(a) How many of these have been during peak hours on weekdays?

(b) How many people were charged for the same period with fare evasion and/or any other offense related to ticketing compliance before paper tickets were phased out?

446. Are Revenue Protection officers and NSW Police officers asked to take into account the time it takes to recharge an Opal Card when issuing a penalty notice or warning to a person, especially during peak travel times?

447. Does TfNSW collect statistics on how long it takes for a person to top up their Opal card at the ten busiest stations between 7:30 and 9am on weekdays and between 3:30 and 6pm on weekdays?

(a) For example, on the following stations:

- i. Wynyard
- ii. Redfern
- iii. Chatswood
- iv. Central
- v. Town Hall

ANSWER:

I am advised:

438–442. Information regarding Opal Card Top Up Machines is available on the Opal website.

443. No.

444. This information is available on the eTendering website.

445. This is a matter for the Minister for Finance, Services and Property.

446. Transport Officers and Authorised Officers have the ability to issue a caution or a fine where they believe the customer may have committed an offence, including not travelling with a valid ticket. Transport Officers and Authorised Officers are not specifically asked to take into account the time it takes to recharge an Opal card when determining whether to issue a caution or fine.

It is the customer's responsibility to travel with a valid ticket. A passenger can top up their Opal card online, with the Opal Travel app, over the phone, at more than 2,100 Opal retailers, Transport Customer Service Centres, selected Service NSW centres and at Opal top up machines throughout the network.

Services.

447. Depending on the exact machine configuration, the top up takes less than 60 seconds.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS448 – TS453

QUESTION:

448. Please provide a complete breakdown of the \$200 million that the Government has said it will spend on improving access to public transport.

(a) How much of the \$200 million going towards making stations accessible to people with a disability, limited mobility and parents with prams?

(b) How much of the \$200 million is going towards building commuter car parks or other facilities for cars?

(c) How much of the \$200 million has been spent and on what?

449. What proportion of the Transport Access Program was spent on transport accessibility for people with disabilities and older people, such as through lift and ramp infrastructure train stations for the following years:

(a) 2014/15

(b) 2015/16

(c) What proportion is allocated in the 2017/18 budget?

450. How many lifts were installed at train stations in 2016-17?

451. What percentage of the program budget is spent on designing, building, or upgrading commuter car parks at or near train stations?

452. On Monday, 14 August Transport for NSW released figures that said there were 5,000 accidents or mishaps that occurred in and around NSW public transport in 2016.

(a) Has TfNSW analysed how many of these accidents could have been avoided if the stations and platforms were fully accessible?

(b) What is TfNSW's plan to make sure our public transport and the areas around it are safer?

453. What is TfNSW's plan to make all train stations across NSW 100% accessible?

(a) When will this be achieved?

ANSWER:

I am advised:

448–449. Information about projects planned or under construction as part of the Transport Access Program is available on the Transport for NSW website.

450–451. In the 2016-17 financial year, major accessibility upgrades were delivered at Arncliffe, Broadmeadow, Flemington, Heathcote, Marrickville, Museum, Oatley, and Wentworth Falls. In total, the Government installed 22 new lifts at the noted stations.

In the 2016-17 financial year, commuter car parks were delivered at Engadine and Marayong, which included the provision of accessible car parking spaces.

452. As far as possible, Transport for NSW specifies where station upgrades include platform regrading, the slope of the platform is directed away from the tracks. When lifts are installed at stations, lift doors never open directly towards the tracks which would create an unnecessary risk for customers using mobility devices.

Customer campaigns have been conducted regarding pram and mobility scooter safety at stations.

453. The NSW Government is working hard to improve access to transport and increase compliance with the federal Disability Discrimination Act and accompanying disability standards.

Under the Transport Standards, public transport services and infrastructure excepting trains which have a compliance target of 2032, should be fully accessible by 2022. Given the constraints that exist at a limited number of stations, 100% compliance across the network will be challenging to achieve.

As at 8 September 2017, 164 out of 307 stations are wheelchair accessible. This represents 53.4 per cent of stations and approximately 88.3 per cent of overall patronage accessing these stations.

The Transport Access Program team constantly monitors data to see what project can be delivered next. It is a coordinated approach, where every location is put on the table.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS454 – TS459

QUESTION:

454. How much money has been set aside for replacement of XPT, Xplorer and Endeavour trains in the 2017-18 budget?

455. How many new XPT, Xplorer and Endeavour trains have been procured since 1 March 2016, if any?

(a) Have any old XPT, Xplorer and Endeavour trains been replaced by these new trains?

(b) If none, when is the government planning to start procuring new trains?

456. What is the current timeline for the replacement of all old XPT, Xplorer and Endeavour trains with new trains?

457. Has the department considered any plans to privatise the operation of regional rail services once new trains have been procured?

458. Has Transport for NSW been given any instructions regarding halting repairs on existing and/or old XPT, Xplorer and Endeavour trains? If so, what are these instructions?

459. Will the new intercity fleet be accessible to customer with disabilities, limited mobility or people with prams?

ANSWER:

I am advised:

454. This information is available in the 2017-18 NSW budget papers.

455. None. An Expression of Interest has been released to market. A tender process will follow later this year, with the aim of awarding a contract by early 2019.

456. The new trains will come into service progressively, with the first trains anticipated to be delivered in the early 2020s.

457. Operation of the regional fleet will remain with NSW TrainLink.

458. Contrary to your assertion, the NSW Government has recently commenced a \$20 million project to upgrade the Endeavour/XPLORER fleet, to improve customer amenity and reliability. The project will help improve the customer experience on board these services with new flooring, curtains, toilets, and passenger doors, as well as a full seating refurbishment.

459. Yes, unlike the existing fleet.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS460 – TS465

QUESTION:

460. What was the actual expenditure for residential noise attenuation works under TfNSW FNAP programme in the 2016/17 financial year?

461. Where has this expenditure occurred in relation to the Northern, Southern, Western and Central corridor divisions?

462. How many homes have received noise attenuation treatment under the TfNSW FNAP programme since commencement in 2015?

463. What is the estimated expenditure for residential noise attenuation works under the TfNSW FNAP programme in the 2017/18 financial year?

464. Where, in relation to the corridor divisions, is this expenditure planned to occur?

465. What is the remaining balance of the 2015 \$ 50m budget provision for the TfNSW FNAP programme as of 1/7/2017?

ANSWER:

I am advised:

This is a matter for the Minister for Roads, Maritime and Freight.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS466 – TS469

QUESTION:

466. Why is it that PM peak hour trains from Newcastle to Sydney are half the size of those operating during off-peak times?

(a) Is this due to inadequate numbers of rolling stock?

467. Is the NSW Government planning to install freight tracks on the corridor between Sydney and Newcastle, to take freight trains off the same line as passenger trains?

468. When is the election promised Wi-Fi going to be installed at each train station from Central Coast and Hornsby? And when is the continuous in-train mobile coverage along this corridor going to be delivered, as promised at election?

469. Is TfNSW planning to strengthen upper sections of the Hawkesbury River rail bridge, as recommended by a Load Rating and Fatigue Assessment report prepared for Sydney Trains by SMEC?

(a) Is the Hawkesbury River rail bridge currently safe to Sydney Trains standards?

ANSWER:

I am advised:

466. Train carriages are allocated to services in line with customer demand.

In the PM peak, the customer demand for services from Sydney to Newcastle is greater than from Newcastle to Sydney.

Therefore during the PM peak hour, all available eight carriage trains are used for Sydney to Newcastle services. I refer you to my answer for Q423.

467. This is a matter for the Minister for Roads, Maritime and Freight.

468. The NSW Government will shortly be seeking expressions of interest from the market to deliver on these commitments.

469. The Hawkesbury River rail bridge is safe.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS470 – TS475

QUESTION:

470. How would journey times on the proposed Parramatta light rail compare to the T6 Carlingford line?

(a) The Carlingford rail line carried 511,000 passengers in 2016/17 according to the latest Opal Figures. How does the capacity of light rail compare, when future patronage increases are taken into account?

471. Have you completed a project specific tree offset strategy?

(a) If not, when will it be completed?

(b) When will this be publicly available?

472. What funding options is the Government considering for Parramatta Light Rail?

473. Are there plans to privatise or franchise the operation or building of Light Rail?

474. The EIS estimates 863 parking spaces will be lost due to light rail, and that a detailed process for managing these impacts has been developed. What is this plan?

475. Is the Government still considering putting a levy on residents to fund part of the project, as reported by Fairfax earlier this year? If so, what will be the levy?

ANSWER:

I am advised:

470. The member appears to be suggesting that the existing T6 Carlingford Line service which runs every 30 minutes in one direction is superior to Parramatta Light Rail services which will run every 7.5 minutes in both directions in peak periods. This change represents a significant uplift in services and increased capacity.

471. This information is included in the Parramatta Light Rail Environmental Impact Statement.

472. The NSW Government has reserved \$1 billion for Parramatta Light Rail Stage 1 from the Restart NSW and Rebuilding NSW funds.

473. The NSW Government has invited expressions of interest for the two major contracts to deliver Stage 1 of Parramatta Light Rail.

474. This information is included in the Parramatta Light Rail Environmental Impact Statement.

475. I refer you to the response given at the hearing. Any other levies are a matter for the City of Parramatta Council.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS476 – TS477

QUESTION:

476. What is the additional amount Keolis Downer will be paid on top of the contract value if they increase patronage? Is this amount calculated per passenger?

(a) Does this apply to both buses and ferries?

(b) What is the additional amount that will be paid to Keolis Downer per passenger if they carry more passengers on buses and ferries?

477. What is the financial penalty per passenger if patronage drops?

(a) Does this apply to buses and ferries?

(b) Has Keolis Downer been fined for any drops in patronage since the contract started in July?

i. If so, how much?

ANSWER:

I am advised:

476–477. This information is commercial-in-confidence.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS478 – TS479

QUESTION:

478. Is the trial of the new bus service that has been announced from Singleton to Maitland being run by TfNSW or a private operator?

479. Minister for Transport has been quoted by local newspapers as saying the rail line is busy with freight trains and there is no room to add more passenger trains. Why if TfNSW prioritising freight over commuter needs?

ANSWER:

I am advised:

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

479. As you should be aware, in 2004 the former Labor Government leased the Hunter Line to the Australian Rail Track Corporation (ARTC). The ARTC as a commercial entity prioritises services which offer the greatest commercial return. The significant increase in freight movements in and out of the Port of Newcastle has resulted in increased freight movements on the Hunter Line. While the current government ensures that passenger services are prioritised over freight services on the Transport for NSW managed rail network, this is not the case on the Hunter Line as a result of the previous government's actions.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS480 – TS481

QUESTION:

480. Can the Minister please cite [and provide] any document or memorandum that specifically identifies the proposed Moorebank Intermodals as an active policy or planning objective for the NSW Government?

481. Can the Minister confirm whether TfNSW is involved in any sense with the Moorebank Intermodal project?

(a) If so, in what capacity and with which parts of the project?

(b) Have you identified any transport issues resulting from the building of these intermodals?

i. Can the Minister advise what costings, projections and or budgets have been allocated or used by TfNSW to support these changes or as a result of these changes?

ANSWER:

I am advised:

This is a matter for the Minister for Roads, Maritime and Freight.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS482 – TS485

QUESTION:

482. What current uses of artificial intelligence does the department undertake?

Note: Please include all uses of AI including uses for resource allocation and administrative support, big data analysis, replacement and assistance of experts and researchers, procedural matters, or summarising diverse data – for reference this might include:

- Chatbots for customer service or advice
- Customer management systems
- Scanning legal documents to find relevant case law
- Categorising and searching documents
- Directing petitions efficiently
- Translation
- Document drafting

483. What planned uses does the department have for artificial intelligence?

484. What policy guidelines, if any, guide the exploration and use of artificial intelligence by the department?

485. What research, if any, has the department undertaken regarding the use of AI in Government services?

ANSWER:

I am advised:

482. Artificial Intelligence is used in the Public Transport Information and Priority System (PTIPS) which supplies real-time information to Transport for NSW's Open Data platform and public travel apps like Trip View and Next There.

Through the Open Data website Transport for NSW is unlocking its data to give developers, technologists and data analytic centres exciting opportunities to create innovative solutions for our customers.

PTIPS uses Artificial Intelligence to create a real-time congestion map of the NSW bus network to accurately create real-time predictions for arrival and departure times, during normal and emergency situations.

The PTIPS core uses real-time information and big-data passed into a form of Artificial Intelligence called machine learning to self-learn road traffic load/conditions using a number of variables. This allows the system to create its own prediction model to present accurate times for buses.

The Intelligent Congestion Management Program plans to use Artificial Intelligence and machine learning for predictive analytics and proactive incident management.

483. As part of the Future Transport Technology Roadmap, a key aim is to create intelligent transport networks managed by data, to better manage network capacity, improve journey reliability and ensure customer oriented outcomes and benefits.

This has included the establishment of a Data Science Hot Spot Initiative within Transport for NSW.

Transport for NSW has implemented a big data platform enabling advanced statistical analysis and modelling to be undertaken and, as the data and capabilities of the organisation grow, it is intended to utilise machine learning and predictive analytics in areas such as network planning, forecasting, natural language queries and simulations. As part of the Data Science Hot Spot collaborative initiatives are being undertaken with partner organisations including consultancies, universities and the NSW Data Analytics Centre where AI will feature.

It should be noted that Transport for NSW undertakes a proactive approach to releasing data (via the Open Data Hub) enabling other organisations to utilise the data in a multitude of ways and the application of AI can be seen in the myriad of transport apps now available to the public.

484. This is available on the Transport for NSW's Open Data website.

485. I refer you to my response to supplementary question 483.

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO:

TS486 – TS495

QUESTION:

486. What is the actual width of the elevated walkway in the stretch of 6 km tunnel between Cherrybrook and Epping?

487. What is the actual width of the elevated walkway in the existing tunnel between Epping and Chatswood?

488. Will the train doors open directly onto the walkway in the tunnel?

489. On Page 44 of the transcript Mr Staples stated that: "The other point I was going to make is we also have the option in some scenarios to allow people to exit the train from the front and the rear. That is the benefit of the automated train, where people have unfettered access to the front of the train where they can step off and down. That gives them free access through the tunnel as well.

How can people in the middle of the train have unfettered access to the front and rear of the train in an emergency situation?

490. Why did Transport for NSW not follow the example of the Cross Rail in London in providing for two emergency accesses (which have both emergency fire and rescue access at track level plus adequate elevated walkway access for passengers?

491. On Page 4 of the transcript, Mr Staples agreed that people can exit through the side doors of the Metro. How is that possible if one side of the metro will be just centimetres from the tunnel wall?

(a) Could you please provide me with a diagram of that space scaled to the size of a person?

(b) Will rescuers have to use the same walkway as commuters evacuating the train in the event of a disaster? If so, how will this work, would the rescuers have to wait for commuters to evacuate first?

492. Given the walkways is on one side of the tunnel, how would a passenger get out of a carriage during crush capacity if they are on the other side?

(a) How does this apply to persons with mobility restrictions?

(b) Will they only be able to escape through the ends of the train?

493. During crush capacity, what is the estimated time that it would take for passengers to escape through the ends of the train under emergency conditions?

494. On page 43 of the transcript, Mr Staples stated that six km is very short. Which tunnels in the world have such little clearance between the train carriage and the tunnel wall?

495. On Page 44 of the transcript, Mr Staples said that safety was the responsibility of the operator. Is the NSW Government outsourcing responsibility for safety in this project?

ANSWER:

I am advised:

486-487. The width of the elevated walkway between Cherrybrook and Epping stations is 850mm which is identical to the existing walkway in the Epping to Chatswood Rail Link.

488. Yes, in a situation where it is required.

489. Sydney Metro customers have unrestrained access between train carriages, providing unfettered access to the front and rear of the train.

490. Sydney Metro has been benchmarked against a number of international projects, including Crossrail, which all have unique characteristics. The Sydney Metro tunnels have been designed to have a similar configuration to the Epping to Chatswood Rail Link into which they connect. Fire & Rescue NSW has been consulted in the development of Sydney Metro Northwest.

491–492. In the majority of incidents the Operations Control Centre will operate the train to the next station. End detrainment is the preferred method of passenger evacuation in the unlikely event that the train cannot travel to the next station. Side detrainment is available in the tunnels, and walkways are designed and built to enable safe evacuation of customers if required.

492. Emergency services will assist those with mobility restrictions to safely evacuate as is current practice for the Epping to Chatswood Rail Link.

493. Every emergency situation is different and many scenarios have been planned for, and during the commissioning phase, will be trialled.

494. The clearance to the tunnel wall is consistent with normal engineering practice and is currently configured for the Epping to Chatswood Rail Link.

495. Safety is Transport for NSW's number one priority. The Sydney Metro operator must prepare an operational safety case for the safe operation of the Sydney Metro. Rail safety is regulated by the Office of the National Rail Safety Regulator (ONRSR).

BUDGET ESTIMATES – SUPPLEMENTARY QUESTION

QUESTION NO: TS496

QUESTION:

496. Are there any plans to franchise the operation of B-line buses to a private operator?

ANSWER:

I am advised:

The Northern Beaches B-Line will be operated by the State Transit Authority when services commence later this year.