

Supplementary Questions

Question 1

Minister both Dapto and Doonside Railway station have been earmarked for the installation of lifts to provide greater access to the public in particular, for people with disability and those with prams. When do you propose that the lifts will be available for public use?

- (a) Minister where exactly are the plans for these lifts at?
- (b) When do you propose that the lifts will be available for public use?

Answer

I am advised:

The Transport Access Program is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. Since 2011 the NSW Government has invested more than \$2 billion in the Transport Access Program, with more than 450 projects either completed or underway across NSW. This had made more than 90% of customer journeys accessible.

The Transport Access Program 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 nearby transport interchanges.

Question 2

In regards to your evidence that “close to a quarter of a billion dollars” has been invested in active transport since 2011:

- (a) What projects were funded and how much was spent on each project?
 - i. How many of these projects have been completed and how many are still being constructed?
- (b) How much of this money was spent on building active transport infrastructure and how much of this money was spent on studies, reports or plans?
- (c) How much of this money was spent on separated cycling infrastructure?
- (d) How much of this money was spent on walking infrastructure?
- (e) How much of this money was spent in each local government area in NSW?
- (f) How decisions about how this money was spent were made?
 - i. What criteria was used to assess which projects were funded?
 - ii. Who was responsible for making the decisions on which projects were funded?

Question 3

How much is allocated to building active transport infrastructure over the next four years?

- (a) What funding sources will this come from?
- (b) How much of this money is already allocated to specific projects?
 - i. What are these projects and how much money has been allocated to each?
- (c) How much of this money has been allocated to specific grant programs?
 - i. What are these programs and how much money has been allocated to each?
- (d) How much of this money will be spent on separated cycling infrastructure?
- (e) How much of this money will be spent on walking infrastructure?

- (f) How much of this money will be spent in each local government area in NSW?
- (g) How will decisions about how this money is spent be made?
 - i. What criteria will be used to assess which projects are funded?
 - ii. Who is responsible for making the decisions on which projects are funded?
- (h) What is “the active transport program” referred to in your evidence and how much money is allocated to it over the next four years?

Question 4

In regards to your evidence that “we are supporting communities across the State to deliver a program of pretty much shovel-ready works that local councils have brought forward with the objective, as you have stated, of getting more people participating in either walking or riding cycles”:

- (a) How many walking or cycling infrastructure projects have local councils officially “brought forward” since 2011?
 - i. How many of these projects were funded to the level requested by the local council?
 - ii. How many of these projects were funded at a lesser amount that was requested by the local council?
 - iii. How many of these projects were rejected for funding?

Answer

I am advised:

(2) - (4) This information is publicly available.

Question 5

Who is responsible for increasing cycling participation in NSW?

Question 6

Does the NSW Government compile statistics on cycling participation rates in NSW?

- (a) If so:
 - i. What data is collected?
 - ii. How is it collected?
 - iii. Who collects the data?
 - iv. Is it broken down by age, gender or geography?
 - v. Can you provide this data to the committee?
- (b) If not, why not?
- (c) What are the weekly, monthly and annual average cycling participation rates in NSW for each year since 2011?
- (d) Has there has been a significant decrease in cycling participation in NSW since 2011?
- (e) Does NSW have the lowest rate of cycling participation in the country?
 - i. If so, why?

Question 7

Regarding your response to Ms Faehrmann’s statement that “Cycling, as I understand it, is decreasing” where you said “I am not sure that is the case. In the inner-city areas it is certainly not the case.”

- (a) What are the inner-city areas you refer to?
- (b) Outside of the inner-city areas is cycling participation decreasing?
- (c) What evidence do you base your statement on?

Question 8

In regards to your evidence that “there has been a significant increase in the number of people utilising bicycles in and around the city”:

- (a) What data is this evidence based on?
- (b) Can you provide the data that this is based on to the committee?
- (c) Which specific areas does this relate to?
- (d) How does this compare to other areas of the state?

Question 9

Why does NSW spent the lowest amount per capita on cycling infrastructure of any Australian state or territory?

Question 10

Does the NSW Government have any targets for cycling participation in NSW?

- (a) If so:
 - i. What are the targets?
 - ii. What are the time frames for achieving these targets?
 - iii. Who is responsible for ensuring they are met?
- (b) If not, why not?

Answer

I am advised:

(5) - (10) The NSW Government has invested record amounts in walking and cycling infrastructure, delivering over \$250 million worth of cycleways and walking upgrades over the six years from 2011 to 2018, through the walking and cycling programs. The recently released draft City of Sydney’s Cycling Strategy and Action Plan 2018-2030 noted that cycling in the City of Sydney Local Government Area (LGA) had increased by one hundred percent (100%) over the last seven (7) years.

Question 11

In relation to the Moore Park Road cycleway:

- (a) Is Moore Park Rd part of a state priority cycling route?
- (b) Who made the decision to refuse funding for that cycleway?
 - i. Who is reviewing this decision?
 - ii. When will the review be completed?
- (c) When will construction and other work begin on this route?

Answer

I am advised:

I refer you to the response given at the hearing.

Question 12

Given New South Head Rd is the only direct connection to the city for cyclists from Watsons Bay, Vaucluse, Rose Bay and Double Bay, and at least 3 cyclists have been killed on this road in recent years, is it a priority to build a separated cycle path on this route?

- (a) How much money has the Government spent to build separated cycling infrastructure on New South Head Rd since a cycle courier was killed there last year?

- (b) Does the Government support separated cycling infrastructure on New South Head Rd?
- (c) When will the Government commit funding to build separated cycle infrastructure on New South Head Rd?
- (d) When will separated cycling infrastructure be built on New South Head Rd?
- (e) How many cyclists use New South Head Rd on average every day?

Question 13

Regarding the Governments 2013 plan for Sydney's Cycling Future:

- (a) Is this still a current document?
 - i. If not, what is the current plan for cycling infrastructure?
- (b) What is the total length of the priority routes identified in Governments 2013 plan for Sydney's Cycling Future?
- (c) How many kilometres of cycling infrastructure on the priority cycleway identified in the Governments plan for Sydney's Cycling Future have been built since December 2013?
- (d) How many kilometres of cycling infrastructure are under construction on these routes?
- (e) How many kilometres of cycle infrastructure are funded to be built in the current budget on these routes?
- (f) What percentage of the total length of the priority cycleway identified in the Governments December 2013 document Sydney's Cycling Future have been built to date?
- (g) When will all of these priority routes be completed?
- (h) Why have the walking and cycling program guidelines for the Connecting Centres (Cycling) Program been changed to simply refer to 'a state priority route' and removed the specific reference to 'the routes identified on page 15 of Sydney's Cycling Future'?
- i. Do these routes remain priority routes?

Answer

I am advised:

(12) - (13) I refer you to my response to supplementary questions 5 to 10.

Question 14

Is the NSW Government still committed to building a cycling ramp to replace the 55 steps at the northern end of the harbour bridge?

- (a) Why has this been delayed for 2 years?
- (b) How many more cyclists do you expect to use the bridge once the ramp has been built?

Answer

I am advised

Yes. The NSW Government is committed to working with the community to deliver walking and cycling infrastructure. Transport for NSW is working with local councils, the Greater Sydney Commission and the Department of Planning and Environment to improve the way people live, work and move around Greater Sydney and across NSW.

Question 15

How many cyclists have been killed by heavy vehicles in NSW in the past 5 years?

(a) Are you aware that London has introduced a mandatory requirement for heavy vehicles to have side underrun protection and alarms to stop cyclists being sucked under their wheels and Victoria are about to introduce this requirement?

i. Will the NSW Government introduce this requirement for heavy vehicles?

Answer

I am advised:

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

Question 16

What is being done to ensure construction sites are implementing required safety standards to protect vulnerable road users such as cyclists and pedestrians?

Answer

I am advised:

This is a matter for the Minister for Innovation and Better Regulation.

Question 17

What is the intention around cycle access once the light rail tram lines have been completed as part of the CBD and South East Light Rail project?

Question 18

What work has been done to date on the development of a new cycleway on Castlereagh St, as referred to in Ms Prendergast's evidence?

Answer

I am advised:

(17) - (18) I refer you to the response given at the hearing.

Question 19

How is the "light rail precinct" defined?

Answer

I am advised:

The light rail route was publicly declared..

Question 20

Does the New South Wales Government have an official policy or requirement to provide for active transport when new road and rail infrastructure is built?

(a) Has there been any positive provisioning for active transport in any of the new road and rail corridors which have commenced construction since 2011 or are slated for construction?

i. If so, which ones?

(b) What positive provisioning for active transport was there with Westconnex?

(c) What positive provisioning for active transport was there for the light rail corridor near Lillyfield road to connect Lillyfield road into the city?

Answer

I am advised:

I refer you to the response given at the hearing.

Question 21

How many stations on the rail network currently have secure bicycle facilities?

(a) Which stations are these?

(b) How much money has been allocated to the development of additional secure bicycle facilities at train stations over the next four years?

Answer

I am advised:

(a) This information is publicly available.

(b) More stations will be considered for bike storage in future rollouts as we monitor customer use.

Question 22

Why has the Newcastle Interchange at Wickham been designed and constructed without cycleway connections or safe cycling access?

Answer

I am advised:

The premise of your question is incorrect.

Question 23

Why was no separated cycleway included in the Newcastle Hunter St redevelopment?

(a) Do you agree that the lack of separated cycleway in the Hunter St redevelopment fails to provide an east-west cycleway connection, and fails to provide connectivity to the new university buildings?

Question 24

What funding has been set aside for the Newcastle City Centre Cycleway Network Strategy in forward planning?

(a) How much has been spent to since its release in May 2017?

Answer

I am advised:

(23) - (24) The provision of a cycleway is a matter for Newcastle City Council.

Question 25

Regarding the NSW Government's Future Transport Strategy where says "We heard that more cycling and walking infrastructure needs to be delivered sooner, so we have changed our plans to reflect that too" (NSW Government's Future Transport Strategy 2056, page 11), what changes have been made to the government's plans to deliver more cycling and walking infrastructure sooner?

Answer

I am advised:

I refer you to my response to supplementary question 20.

Question 26

How is the NSW Government implementing the following recommendations from the Infrastructure Australia's State Infrastructure Strategy?

(a) Recommendation 50:

Infrastructure NSW recommends that by the end of 2018, Transport for NSW develop business cases on a city-by-city basis for an annual program of investment in a network of protected cycleways linking major strategic centres across the three cities. This should be delivered in partnership with local government and be integrated with the Greater Sydney Commission Green Grid.

(b) Recommendation 51:

Infrastructure NSW recommends that Transport for NSW, in partnership with local government, develop a 10-year rolling program that prioritises active transport at high volume and high profile locations in the Sydney CBD and other strategic centres.

(c) Recommendation 99:

Infrastructure NSW recommends that the NSW Government increase investment in walking and cycling infrastructure and parks and open spaces as part of the ongoing integration of health into land use planning and transport strategies.

Answer

I am advised:

The NSW Government response to the State Infrastructure Strategy is publicly available.

Question 27

What is the peak capacity per hour in terms of passengers the Airport Link line currently?

Answer

I am advised:

Currently, customers can catch a train on average every six minutes in the peak hours on the T8 Airport Line.

Question 28

What is the maximum capacity per hour on the Airport Link line once the maximum number of trains are added to the line?

Answer

I am advised:

Stage 2 of the NSW Government's More Trains, More Services program announced as part of the NSW Budget 2018-19 will deliver an 80% increase at the International, Domestic, Mascot and Green Square stations in the peak hours, meaning a train on average every four minutes instead of every six minutes. Future stages of the More Trains, More Services program will deliver a turn up and go service to customers with a train every two and a half minutes in peak periods.

Question 29

What is the average peak number of passengers on the Airport Link line for each of the past 5 years?

Answer

I am advised:

In 2014, there were 6.2 million customer journeys to and from Domestic and International Airport stations. Since then, there has been an extra one million customer journeys to and from the Airport each year – a 50% increase in patronage since 2014.

Question 30 What will the impact of a 51% increase in passenger number at the airport by 2039 be on the capacity of the airport rail line?

(a) What is the NSW Government doing to address the increase?

Answer

I am advised:

In June 2018, the NSW Government committed \$880 million in technology improvements to modernise the Sydney Trains network and investigate service improvements, with the T8 Airport Line a priority area. Delivering this program means a turn up and go service can be offered to customers on the busiest lines across Sydney throughout most of the day.

The program will prepare the network to deliver:

- More services for the T8 Airport Line, including a potential 80% increase at the International, Domestic, Mascot and Green Square stations during the morning peak, as well as extra services from Revesby and Campbelltown in south west Sydney.
- Faster travel times for customers through digital technology and upgraded rail infrastructure, creating more opportunities for express trains.

Question 31

How much revenue has the government received over the past four years from the station access fee on the Airport Rail Link?

(a) What is the projected revenue over the next 4 years?

Answer

I am advised:

Over the past 4 years the Government received the total net revenue amount of \$197.6 million (FY15-FY18).

(a) The projected revenue would be Commercial in Confidence.

Question 32

Has the government commissioned any modelling as to the cost of removing or reducing the station access fee at both airport stations?

(a) If so, what was modelled and what was the projected cost?

Answer

I am advised:

This information is publicly available.

Question 33

Can the Government guarantee that the Kiama-Bomaderry rail line will remain as a passenger service?

Answer

I am advised:

There are currently no plans to change the Kiama-Bomaderry rail line from a passenger service.

Question 34

Are there any plans to replace the passenger service on the Kiama-Bomaderry line with buses?

Answer

I am advised:

No.

Question 35

What assurances has the government given to Manildra Group in relation to freight services?

Answer

I am advised:

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

Question 36

What are the barrier counts for each month since the Newcastle interchange opened?

Answer

I am advised:

I refer to my previous answer to LA 9130.

Question 37

Is the modelling of 40,000 person per hour on the metro based on 6 people per m² or 4 people per m²?

Answer

I am advised:

Sydney Metro will have a target capacity of more than 40,000 customer per hour based on a standing density of up to 4 people per m².

Question 38

When do you expect the metro line to reach capacity?

Answer

I am advised:

Sydney Metro - a project which the former Labor government promised but never delivered - is designed to grow with Sydney for generations to come. It will start in 2019 with a train every four minutes in the peak in each direction.

As demand increases, the system has the ability to add more trains.

Sydney Metro will have a capacity of a train every two minutes in each direction under the Sydney CBD.

Question 39

On the heavy rail system which stations is the department currently planning to build over?

Question 40

What impact will this have on the speed that trains can run into these stations?

- (a) Will it slow run times?
- (b) Will it reduce the size of the fleet?

Answer

I am advised:

(39) Transport for NSW continuously evaluates the potential for improved transport, interchange and community outcomes on the network.

(40) No.

Question 41

Can the Minister guarantee that new regional trains, to replace the XPTs and others, will have reversible seats?

Answer

I am advised:

Transport for NSW is currently in the tender phase of the Regional Rail project and the train design has not been determined.

Further information on the project is available on the Transport for NSW website.

Question 42

Will new regional trains have powerpoints for passenger use?

Answer

I am advised:

This information is publicly available.

Question 43

Are there any plans to introduce wifi onto regional trains and/or buses?

Question 44

Are there any plans to introduce wifi on trains and/or buses in Sydney?

Answer

I am advised:

(43) – (44) The New Intercity Trains will be WiFi enabled so that we're in a position to make this feature operational should that decision be taken in the future. The Federal Government is investing \$12 million to deliver reliable mobile phone services for thousands of commuters along the Central Coast rail line. The total funding commitment of \$16 million includes \$4 million from the NSW Government. The package will deliver improved mobile coverage as well as provide Wi-Fi at stations

for up to 30,000 Central Coast commuters who travel on Sydney Trains and NSW Trainlink services every day. This is part of a broader plan to deliver upgrades to NSW commuters. We will continue to explore and assess WiFi opportunities as they arise.

Question 45

How much money has been allocated by the NSW Government for the business case and market engagement process for the North-South link and South West Link network to the Western Sydney Airport?

Question 46

Is the Government undertaking a business case for the East-West link as well?

(a) If not, why not given the scoping study clearly identified that “a North-South Link and an East-West Link offered the greatest potential to serve Western Sydney Airport and shape future development in Western Sydney”?

Answer

I am advised:

(45) - (46) This information is publicly available.

Question 4

When will work on the business case commence?

(a) When will it be concluded?

Answer

I am advised:

Commencement: Quarter 3 2018

Completion: Quarter 4 2019

Question 48

Will a rail link to the Western Sydney airport be built by the time the new airport opens?

Answer

I am advised:

The Western Sydney City Deal proposes the first stage of the North–South Rail Link from St Marys to Aerotropolis Core via Western Sydney Airport, with a joint objective of having rail connected to the Western Sydney Airport in time for its opening.

Question 49

Will you guarantee that the rail link will connect to the Sydney Business Park at Marsden Park and the Norwest Business Park at Baulkham Hills?

Answer

I am advised:

The Sydney Metro North West from Tallawong Station to Chatswood via Epping and Norwest Stations will be operational in 2019. Future Transport 2056 identifies the link from the Sydney Metro Northwest terminus at Cudgegong Road to St Marys (on the

Western Line) as an important component of the City Shaping Network and for investigation/priority planning in the 0-10 year timeframe.

Question 50

Are there plans to scale back bus services from Rouse Hill Town Centre to the City (i.e. Routes 616, 617 and 607) servicing the people of Stanhope, Glenwood and KV Ridge once the Northwest Metro begins operations?

Answer

I am advised:

Transport for NSW is finalising plans for bus services to support Sydney Metro Northwest when it opens in 2019. More information will be available closer to the opening of the metro line.

Question 51

How many trials are ongoing?

Question 52

How much have they cost to date?

Question 53

How much have you spent per passenger on trials?

Question 54

How many people were using it?

Question 55

Has it been a net reduction in cost compared to fixed service?

Question 56

What was cost recovery ratio of fixed vs on demand?

Question 57

Are there new trials planned?

Answer

I am advised:

(51) - (57) Transport for NSW is listening to customer feedback and continuously working to provide more choice in how and when customers travel. We have a plan for NSW that's focused on making trips faster, easier and safer.

Transport for NSW is trialling a variety of on-demand services across Sydney that gives customers the option of tailoring their trips to their unique needs. No need for set timetables or routes, customers can simply make a booking via an app or website and be picked up to transfer to their destination.

Transport for NSW will continue to closely monitor the on-demand transport trials and will consider all customer feedback, including extending operating hours and make adjustments as appropriate. Further, we will use data from the trials to plan future public transport improvements across all areas of Sydney.

Question 58

Have you commenced or completed a plan for upgrading every station on the network to be wheelchair accessible?

(a) If not, why not?

Question 59

When will all stations be upgraded so that they are accessible?

Question 60

Of the money that has been spent since 2011 on public transport access upgrades:

(a) How much was spent on adding additional car spaces?

(b) How much was spent on adding lifts and ramps and accessibility improvements?

Question 61

When will planning commence for Doonside Railway Station to get disability access/lifts?

(a) When is your planned completion date?

Question 62

When will planning commence for a lift at Petersham?

(a) When is your planned completion date?

Question 63

When will planning commence for a lift at Stanmore?

(a) When is your planned completion date?

Question 64

Why has there been a delay on the upgrade of Unanderra station, considering that other stations further down the government's priority list have received upgrades?

(a) When will the upgrade of Unanderra Station be complete?

Answer

I am advised:

(58) - (64) I refer you to my response to supplementary question 1.

Question 65

What is the timeline for the Redfern station accessibility upgrade?

Answer

I am advised:

Transport for NSW is scoping the works required to address the needs of Disability Discrimination Act, growth in patronage, and capacity issues on platforms and the concourse. This will also consider the patronage growth due to developments at the Australian Technology Park.

Question 66

Scheduled to start closing Epping to Chatswood on the 30th September. What are the estimated impacts on travel times and traffic congestion associated with the 7 month line closures?

Answer

I am advised:
This information is publicly available.

Question 67

How many coal trains are currently using the Illawarra line daily?

Question 68

Is this an increase or decrease compared with 5 years ago?
(a) By how much?

Answer

I am advised:
(67) - (68) This is a matter for the Minister for Roads, Maritime and Freight.

Question 69

Is the Illawarra line still at capacity as you have previously said?

Question 70

If there is a reduction in coal trains, could passenger services be increased?

Question 71

Are the trains carrying Westconnex spoil to Port Kembla taking space that could increase passenger services (the minister has previously said that after the Westconnex trains, 3 each way per day, there is now no additional capacity on the Illawarra line)

Answer

I am advised:
(69) - (71) I refer you to the response given at the hearing.

Question 72

Can the lessee of the Port of Newcastle develop a container terminal immediately?

Question 73

Is it government policy that Port Kembla is the location of the next container terminal to be developed in NSW?

Question 74

Did the government decide in 2012 not to develop a container terminal at the Port of Newcastle?

Question 75

Did Newcastle Port Corporation in 2013 require Newcastle Stevedores Consortium to make the government whole for any cost the government incurred to NSW Ports in respect of future container capacity development at the Port of Newcastle due to the activities of Newcastle Stevedores Consortium in the Port of Newcastle?

Question 76

Did the government in 2014 require Port of Newcastle Investments Pty Ltd to make the government whole for any cost the government incurred to NSW Ports in respect of future container capacity development at the Port of Newcastle due to the activities of Port of Newcastle Investments Pty Ltd in the Port of Newcastle?

Question 77

Does the government define the term “container” to mean any moveable device, designed for continuous use in loading and unloading cargoes on and from Ships, including boxes, crates, cylinders, tanks, TEUs, other stackable units and any similar cargo-carrying device which is designated as a container by international stevedoring standards from time to time?

Question 78

What are the estimated number of container truck movements per year at Port Botany in 2040:

- (a) With an intermodal terminal at Moorebank?
- (b) Without an intermodal terminal at Moorebank?

Question 79

Is the government reserving land for a future rail freight bypass of Sydney, between Newcastle and Port Kembla?

- (a) If so, what steps are being taken to identify the proposed land corridor?

Question 80

Does the government accept that a rail freight bypass of Sydney will allow containers to be railed from the Port of Newcastle and Port Kembla to intermodal terminals in western Sydney that are connected to the new rail line?

Question 81

What percentage of containers trucks would be removed from Sydney’s roads if there was a rail freight bypass of Sydney?

Question 82

What plans are there for tram priority at the following areas:

- (a) Pitt/Hay St intersection?
- (b) Alison Rd?
- (c) Lang Rd?
- (d) Southern Cross Drive?
- (e) Elizabeth St/Devonshire St intersection?
- (f) Goulburn St?
- (g) Grosvenor St/Bridge St intersection?

Answer

I am advised:

(72) - (82) This is a matter for the Minister for Roads, Maritime and Freight.

Question 83

On Wednesday 15th August, rail services were suspended between Bomaderry and Kiama due to the bushfires near Berry, also forcing the closure of the Princes Highway in both directions in North Nowra. What steps are being taken to integrate transport information on the RFS website?

(a) When considering bushfire risks and public transport options where should people go for information?

Answer

I am advised:

This is a matter for the Minister for Police and Minister for Emergency Services.

Question 84

Commuters on the South Coast line say that there is a lack of connection between express services and intermediary suburban stations. For example for someone travelling south in the evening to Bulli, they are faced with a 20 minute wait at Thirroul station for the all stations service. Can the Minister advise what steps are in the pipeline to improve this?

Answer

I am advised:

The NSW Government is investigating improvements on the South Coast Line as part of Stage 2 of the More Trains, More Services program. This program will not only investigate providing additional services for South Coast customers, but also better connections and improved local services.

The initial \$880 million investment will focus on upgrading key infrastructure that will allow more services to operate on the South Coast Line, including new high-tech signalling, power supply and train station improvements.

In the meantime, customers travelling from local stations between Wollongong and Helensburgh have access to all-day services operating between Waterfall and Port Kembla. To minimise wait times, customers can connect to express services at Helensburgh via a same-platform interchange when travelling to Bulli in the evening.

Question 85

With the planned increase in population in western Sydney by approximately 1 million people and the already capacity constrained T1 Western railway line, what plans are there to increase the capacity of this line?

(a) What is the timeframe for this work?

Answer

I am advised:

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. Introduced on 26 November 2017, the new timetable delivers up to 1,500 new services and is a step towards modernising the network in line with other major cities around the world. The new timetable is an important part of Stage 1 of the NSW Government's \$1.5 billion More Trains, More Services program. The program boosts network capability, provides better infrastructure and represents the single largest increase in capacity on the network. It is disappointing that NSW Labor has committed to cutting services to Western Sydney should it be elected to government in March 2019.

Sydney Metro West will be Sydney's next big underground metro railway – a new, easy link between the Sydney CBD and Parramatta. It will link the Sydney CBD with Parramatta and Westmead, via The Bays Precinct and Sydney Olympic Park. This critical infrastructure investment – which was promised by the former Labor government but never delivered – will transform Sydney for generations to come; doubling rail capacity between Sydney and Parramatta, linking new communities to rail services and unlocking housing supply and employment growth between the two CBDs. Sydney Metro West will support planned growth in Sydney which is expected to see an extra 420,000 people move into the corridor over the next 20 years and the creation of more than 300,000 new jobs by 2036.

Question 86

How much revenue has advertising on public transport and its associated infrastructure generated in each year since 2011?

- (a) How much of this advertising revenue was from alcohol advertising on public transport in each year since 2011?
- (b) How much of this advertising revenue was from alcohol advertising on public transport-related infrastructure in each year since 2011?
- (c) How much of this advertising revenue was from gambling advertising on public transport in each year since 2011?
- (d) How much of this advertising revenue was from gambling advertising on public transport-related infrastructure in each year since 2011?

Question 87

How many alcohol companies that have advertised on public transport and its associated infrastructure in each year since 2011?

- (a) Which alcohol companies have advertised on public transport and its associated infrastructure in each year since 2011?

Question 88

How many gambling companies that have advertised on public transport and its associated infrastructure in each year since 2011?

- (a) Which gambling companies have advertised on public transport and its associated infrastructure in each year since 2011?

Question 89

How many train stations have had alcohol advertising campaigns displayed in the past year?

- (a) Which stations were these?

Question 90

How many trains have had alcohol advertising campaigns on them in the past year?

Question 91

How many buses have had alcohol advertising campaigns on them in the past year?

Question 92

How many train stations have had gambling advertising campaigns displayed in the past year?

- (a) Which stations were these?

Question 93

How many trains have had gambling advertising campaigns on them in the past year?

Question 94

How many buses have had gambling advertising campaigns on them in the past year?

Question 95

Have there been any advertising material on school buses since 2011?

(a) Can the Government confirm that none of this advertising material has been gambling or alcohol related?

Question 96

Where can the Transport for NSW advertising policy be found?

Question 97

What are the rules relating to alcohol and/or gambling advertising in the Transport for NSW advertising policy?

Question 98

When was the Transport for NSW advertising policy last reviewed?

(a) Were the rules regarding alcohol and/or gambling advertising considered as part of that review?

i. If not, when was the last time those rules were reviewed?

(b) Were there any recommendations as part of that review to prohibit or reduce alcohol and/or gambling advertising under that policy?

Question 99

What is the Transport for NSW policy on children's exposure to alcohol and gambling advertisements?

Question 100

How many complaints have been made regarding alcohol and gambling advertising on public transport?

(a) How many of these lead to the removal of the advertisement?

(b) What was the reason for each complaint made?

Answer

I am advised:

(86) - (100) All advertising, including alcohol advertising, on Transport assets must comply with the applicable content conditions as set by Transport for NSW.

Question 101

How many journeys have been undertaken with a Child/Youth Opal card in each year since opal cards were introduced?

Question 102

How many children use public transport in NSW on average each day, week, month and year?

Question 103

How many journeys are undertaken by school students in each of the past 4 years?

Answer

I am advised:

(101-103) Opal Data by card type is available on the TfNSW website.

Question 104

How many school students have school travel passes in NSW?

Answer

I am advised:

568,275.

Question 105

Is the Government planning to franchise the network in future?

Question 106

Has the Government conducted or are you conducting any studies regarding the franchising of the rail network?

(a) How much money has been spending looking at that?

Answer

I am advised:

(105) - (106) The NSW Government has no plans to franchise the rail network.

Question 107

For each year since 2011, how many serious injuries or accidental fatalities have occurred:

(a) At train stations?

(b) On trains?

Answer

I am advised:

The safety of customers and staff on the rail network is of the highest priority to the NSW Government. There has been a 500% reduction in injuries on the rail network since the Liberal-Nationals came to government.

Question 108

What initiatives are in place to manage overcrowding on inner west train services at peak periods?

Question 109

Has the Government received advice that there will be dangerous crowding levels at Chatswood when the metro unloads?

(a) What is the plan to cope with passenger congestion at Chatswood when the metro unloads?

Question 110

What train line will service Erskineville and St Peters stations when the CBD and South West Metro is operational?

Question 111

Has there been an increase in train services to accommodate the weekend increase in patronage on inner west lines to and from Newtown station?

(a) If not, why not and when will adequate services be provided?

Answer

I am advised:

(108) - (111) Sydney Metro will be Australia's first fully automated railway and is a standalone rail network that will revolutionise the way Sydney travels. Services will start in the first half of next year and link major rail lines, including Sydney Metro Northwest, formally the North West Rail Link, between Chatswood and Bankstown via a second harbour tunnel and through the CBD.

Sydney Metro, together with signalling and infrastructure upgrades across the existing rail network, will increase the capacity of train services entering the Sydney CBD. For example The T3 Bankstown Line creates a significant bottleneck for the existing rail network – it effectively slows down the network because of the way it merges with other railway lines close to the Sydney CBD, including the T8 Airport and South Line and the Inner West and Leppington Line. Moving Bankstown Line services to the new standalone metro system will remove this bottleneck and provide more reliable journeys for customers from all across Sydney. The upgrade and conversion of the T3 Bankstown Line to metro rail is integral to taking the pressure off the rest of Sydney's suburban rail system.

New metro trains will run in the peak every four minutes in each direction (15 trains an hour), with ultimate capacity for a train every two minutes under the Sydney CBD (30 trains an hour). The NSW Government is committed to investing in the infrastructure required to support tomorrow's Sydney.

Question 112

How is patronage measured on NSW trains in relation to numbers of commuters using specific stations?

Answer

I am advised:

This information is publicly available.

Question 113

What is the projected impact on passenger rail services as a result of increased freight services moving spoil from major infrastructure project sites such as Westconnex and the Western Harbour tunnel?

Answer

I am advised:

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

Question 114

How is Transport for NSW monitoring the training delivered to new bus drivers for the newly privatised Inner West services?

Answer

I am advised:
The premises of your question is incorrect.

Question 115

Have contract bus drivers been hired from interstate to work on the Inner West bus routes?

Answer

I am advised:
It is the responsibility of Transit Systems West under the Region 6 contract to ensure appropriate staffing levels and resources to deliver services.

Question 116

How many accidents or reported incidents of safety concerns have occurred in the first month after transition to Transit Systems operation on the inner west lines?

Answer

I am advised:
Transit Systems West operated over 144,000 trips over 2.4 million kilometres in July 2018. During this month, there were 55 accidents reported that were deemed the fault of the bus operator and one resulted in a minor injury. Additionally, there were 36 which were the fault of a third party. All drivers involved in an at-fault incident are interviewed and if deemed necessary undergo additional training.

Question 117

How many complaints has the department received from the public concerning inner west buses since Transit Systems has been operating the buses?

Answer

I am advised:
Since Transit Systems took over operations of contract region 6 on 1 July 2018, customer sentiment has been positive overall. Complaints fell by 3.75% from 1,305 in June to 1,256 in July, even with a 6.5 per cent increase in services operating in the Inner West. The number of complaints per 100,000 boardings was 28.1 in June 2018 under STA. Transit Systems recorded 25.4 complaints per 100,000 boardings in July 2018 and 24.8 complaints per 100,000 in August 2018.

Question 118

How many bus stops have been removed from Surry Hills, Redfern, Newtown, Enmore, Stanmore, Petersham and Camperdown in the past year?

Answer

I am advised:
This information is available on the Roads and Maritime website.

Question 119

Does Transport for NSW ensure that new bus stops have infrastructure prior to them coming into operation?

(a) If not, what is the timeframe from when a new stop is established to when the stop has seating and is weatherproofed?

(b) Is there ongoing liaison with local councils about the provision of bus shelters in coordination with the establishment of new bus stops?

Answer

I am advised:

New, altered stops bus shelters and seating are determined and approved at the regular traffic committee meetings chaired by the relevant Local Government Area. Local councils are responsible for the installation of bus shelters at bus stops in residential areas.

Question 120

Do the powers of the newly established Sydney Metro Authority conflict with the overall planning responsibilities of TFNSW?

(a) If not why not?

Answer

I am advised:

No. I refer you to the Transport Administration Act, 1988.

Question 121

How many bus services will be removed or reduced as a result of the implementation of the light rail?

Answer

I am advised:

Light rail will significantly increase public transport capacity, providing total hourly capacity on light rail services for up to 13,500 customers from 7am to 7pm Monday to Friday.

The redesign of the bus network will be based on patronage and demand as evidenced by Opal data, as well as opportunities to improve connections for customers.

Question 122

Are there plans to have a second light rail stop in Surry Hills?

Answer

I am advised:

Construction of a stop at Wimbo Park at this time is not necessary or justifiable as it is approximately 400 metres from the Ward Park stop, which will adequately cater for the expected number of customers within the catchment area.

However, provision has been made for the installation of a stop at Wimbo Park in future, should sufficient demand emerge.

Measures to future proof the stop site include; ensuring the track alignment is suitable, that all cables are accessible for future construction and the appropriate foundations are in place.

Doing this groundwork now will help minimise future costs and installation impacts if the stop is later required.

Question 123

The proceeds of the sale of the ATP site in Redfern were planned to be used for the Redfern station upgrade but this has not eventuated. Are these funds being used on any transport infrastructure projects in Redfern?

If so:

i. What percentage of the funds has been spent on transport infrastructure projects in Redfern?

ii. What projects have been funded?

(b) If not, where have these funds been allocated?

Answer

I am advised:

The proceeds of the ATP sale have been allocated to transport infrastructure projects.

Question 124

How many staff currently employed by Transport for NSW identify as Aboriginal or Torres Strait Islander?

Question 125

How many staff in total are employed by Transport for NSW?

Question 126

How many staff who identify as Aboriginal or Torres Strait Islander are currently employed at the executive level in Transport for NSW?

Question 127

How many staff in total are currently employed at the executive level in Transport for NSW?

Question 128

What is the average remuneration for staff who do not identify as Aboriginal or Torres Strait Islander?

Question 129

What is the average remuneration for staff who identify as Aboriginal or Torres Strait Islander?

Question 130

What is Transport for NSW doing to meet the Council of Australian Governments agreement to a target of 2.6% indigenous employment in the public sector by 2015 as part of the National Partnership Agreement on Indigenous Economic Participation?

Answer

I am advised:

(124) – (130) The Transport for NSW Annual Report complies with the reporting requirements of Annual Reports (Departments) Regulation 2015 . Schedule 1 of the Regulation requires each agency's Annual Report to include a statement setting out the workforce diversity achievements of the Department during the reporting year and the key workforce diversity strategies proposed by the Department for the following year, along with diversity statistics. This disclosure includes details in relation Aboriginal and Torres Strait Islander workforce participation and executive levels in the public sector.

In addition, the Public Service Commission produce an annual report on public sector diversity.

The latest report, published on 10 September 2018, highlight that Aboriginal and Torres Strait Islanders represent three per cent of all NSW public sector employees. Further, Aboriginal and Torres Strait Islanders in senior leadership roles increased by 14% in 2017 to 71 leaders. The Sector's four key strategies to achieve greater Aboriginal leadership are also detailed in the report.

Question 131

How many women are currently employed by Transport for NSW?

Question 132

How many staff in total are employed by Transport for NSW?

Question 133

How many women are currently employed at the executive level in Transport for NSW?

Question 134

How many staff in total are currently employed at the executive level in Transport for NSW?

Question 135

What is the average remuneration for male staff?

Question 136

What is the average remuneration for female staff?

Question 137

Does Transport for NSW record gender diverse identities for their employees?
(a) If yes, how many staff employed by Transport for NSW are gender diverse?
(b) If not, why not?

Question 138

Does Transport for NSW have any targets regarding employment and remuneration of women?
(a) If so, what are they and what is being done to meet them?
(b) If not, why not and are there any plans to introduce targets?

Answer

I am advised:

(131) - (138) Agency Annual Reports are required to include staff gender statistics related to their staff as part of their Diversity Reporting. This includes a breakdown of total staff and also a sub category of executives by gender.

The Sector has set a target of 50% of senior leadership being female by 2025, as part of the Premier's Priorities.

The Public Service Commission also report on gender equity, which is publically available.

Question 139

How many Opal Card Top Up Machines have been installed since 31 July 2017?

Answer

I am advised:

This information is publicly available.

Question 140

How many people with a disability are currently employed by the Transport for NSW?

Question 141

How many people with a disability are currently employed in the regional offices of Transport for NSW?

Question 142

How many people with a disability are currently employed at the executive level in Transport for NSW?

Question 143

How many staff in total are currently employed at the executive level in Transport for NSW?

Question 144

What is the average remuneration for staff with a disability?

Question 145

Does Transport for NSW have any targets regarding employment and remuneration of people with a disability?

(a) If so, what are they and what is being done to meet them?

(b) If not, why not and are there any plans to introduce targets?

Answer

I am advised:

(140) - (145) Agency Annual Reports are required to include statistics related to their staff with disabilities as part of their Diversity Reporting. The Public Service Commission's 2017 Workforce Profile Report, highlighted that 2.7% of NSW public sector employees identified as having disability. The Commission has developed several initiatives to create an equitable work environment for people with disability in the NSW public sector. These initiatives are detailed on the PSC website.

Question 146

How much has been paid to McGrathNicol for advice and work on the CBD light rail in 2018?

Answer

I am advised:

No amounts have been paid to McGrathNicol for advice and work on the CBD light rail in 2018.

Question 147

How much has been paid to King & Wood Mallesons for work on the CBD light rail in each of the years 2012-2018?

Question 148

How much has been paid for legal services provided for the CBD light rail in each of the years 2012-2018?

Answer

I am advised:

(147) - (148) Financial statements, including expenditure on consultants, are available in agency annual reports.

Question 149

On what date did TfNSW conclude its third party agreement with Ausgrid for the CBD light rail?

Answer

I am advised:

TfNSW entered into an agreement with Ausgrid titled "Deed for Adjustment Works to Network Assets" on 5 February 2015.

A draft of the Ausgrid Deed, substantially in the form as finally signed, was disclosed to tenderers during the tender phase for the project and a version dated 31 October 2014 was subsequently referenced in the SLR Project Deed entered into between TfNSW and ALTRAC Light Rail Partnership on 17 December 2014.

Once the Ausgrid Deed was signed between Ausgrid and TfNSW, its terms were then incorporated into the SLR Project Deed in March 2015 by way of an amendment agreed to by ALTRAC with TfNSW, and between ALTRAC and its D&C Contractor (Acciona and Alstrom).

Question 150

Under the Agreement does Ausgrid have the right to insist on protection of its assets that will be impacted by the light rail?

Answer

I am advised:

The Ausgrid Deed requires the development of treatment plans for affected assets, which must comply with Ausgrid's requirements.

Question 151

Does the Agreement ensure that Ausgrid will be able to gain access to its pits after completion of the light rail?

Answer

I am advised:

Yes, the Deed contains specific requirements for the provision of access to Ausgrid assets during the construction phase and the subsequent operations phase of the project.

Question 152

Were most of the Ausgrid pits along the route known to TfNSW before the PPP Contract was concluded?

Answer

I am advised:

Yes. TfNSW disclosed detailed utilities information about Ausgrid pits, including detailed surveys, to tenderers (including ALTRAC) during the tender phase of the project.

Question 153

Under the Agreement does Ausgrid have the right to demand that their existing pits be upgraded, rather than just protected and have access assured?

Answer

I am advised:

The Ausgrid Deed does not contain a provision that provides Ausgrid with a right to “demand that their existing pits be upgraded”.

Question 154

Who bears the cost of any such upgrade?

Answer

I am advised:

I refer you to my response to supplementary question 153.

Question 155

How many of the Ausgrid pits along the light rail route were required to be replaced and upgraded?

Answer

I am advised:

According to TfNSW’s records, 29 pits.

Question 156

Did Ausgrid contribute to the capital cost of these upgrades in any way?

(a) If not, why not?

Answer

I am advised:

If assets need to be treated or changed as a result of the Project, ALTRAC is responsible for carrying out such work in accordance with Ausgrid's requirements. The commercial consequences, including any entitlement to costs, are dealt with separately under the SLR Project Deed between ALTRAC and TfNSW. In some instances, Ausgrid elected to undertake capital works and build new pits along the light rail alignment at its own cost.

Question 157

Given TfNSW agreed a scope of work that included how known utilities including Ausgrid's were going to be treated in the construction of the Light Rail, would it be reasonable to assume that TfNSW considered that the agreed scope of work for Utilities would be more or less as per the scope agreed in the Contract?

Answer

I am advised:

TfNSW undertook utilities investigations and disclosed the outcome of those investigations to tenderers. TfNSW also disclosed detailed utilities information about Ausgrid pits and other utilities, including detailed surveys, to tenderers (including ALTRAC) during the tender phase of the project. It is not correct to suggest that there was agreement between Ausgrid and TfNSW at the time of TfNSW entering into the SLR Project Deed - see the response to supplementary question 149. What was incorporated into the SLR Project Deed was an "Initial Utility Service Treatment Plan". This Plan serves as a baseline, changes from which results in TfNSW sharing utilities risk with ALTRAC in limited circumstances.

Question 158

Did the Ausgrid upgrades lead to delays with the CBD light rail project?

Answer

I am advised:

The Deed requires treatment of assets, not "upgrades". If assets need to be treated or changed as a result of the Project, ALTRAC is responsible for carrying out such work in accordance with Ausgrid's requirements. In limited circumstances ALTRAC may be entitled to an extension of time in accordance with the SLR Project Deed between ALTRAC and TfNSW.

Question 159

When will the CBD light rail be complete and operating regular passenger services?

Question 160

What is the total cost of the CBD light rail project?

Answer

I am advised:

(159) - (160) I refer you to the response given at the hearing.

Question 161

Has the project exceeded its \$2.1 billion stated budget?

Answer

I am advised:

I refer you to the response given at the Premier's Budget Estimates hearing on 6 September 2018.

Question 162

Has Transport for NSW been advised that the completion date of the CBD light rail is now May 2029?

Answer

I am advised: No.

Question 163

At the Legislative Council Inquiry into the CBD Light Rail, Stephen Troughton of Transport for NSW said that the "current completion date of the project is March 2020" and that Transport for NSW was trying "to bring that forward to a completion date around December 2019." Can you confirm that Transport for NSW has now been advised that the completion date has not been brought forward but has in fact been delayed and is now the end of May 2020?

- (a) What is the cause of this further delay?
- (b) Can you confirm that the cause was Ausgrid's failure to perform essential works to facilitate the undergrounding of local power supplies in Kensington and Kingsford?
- (c) When was Transport for NSW advised of this and the delay that it will cause?
- (d) Why has this latest delay not been disclosed to businesses impacted by the construction of the CBD light rail?

Answer

I am advised:

I refer you to the response given at the hearing.

Question 164

Can you confirm that in seeking approval for a liquidity facility for ALTRAC you told the Treasurer that the facility was needed to avoid ALTRAC's insolvency?

Question 165

Can you confirm that the arrangement involves NSW guaranteeing a \$500 million loan by ALTRAC?

- (a) If so, what is the expiry date of the guarantee / when must the loan be repaid?

Question 166

Did you ever intend to disclose the existence of this secret arrangement?

- (a) If so, when?

Question 167

Have you ever previously sought the Treasurer's agreement to have NSW guarantee commercial loans for private companies?

- (a) If so, which companies were involved and were your applications to the Treasurer successful?

Question 168

What private sector banks are lending interim funds to the ALTRAC light rail partnership?

Question 169

What is the value of interim funds lent by private sector banks to the ALTRAC light rail partnership?

Question 170

Why was the guarantee provided for funds lent to the ALTRAC Light Rail partnership?

Answer

I am advised:

(164) - (170) I refer you to my statement at the end of the hearing.

Question 171

How many staff will be involved in the commissioning of the New Intercity Fleet?

Answer

I am advised:

Around 100 people will be directly involved in commissioning the New Intercity Fleet in NSW.

Question 172

How many of these staff will come from South Korea and what tasks will they be responsible for?

Answer

I am advised:

Around 20 engineers from South Korea will be directly involved in the commissioning of the New Intercity Fleet in NSW. They will be responsible for conducting testing and commissioning activities to demonstrate the new train meets the design requirements.

Question 173

When will the work needed to widen the Ten Tunnels Deviation commence?

Answer

I am advised:

This information is publicly available.

Question 174

Are you intending to have a public naming competition for the new fleet?
If not, why not?

Answer

I am advised:

I refer you to the response given at the hearing.

Question 175

How much was Lee Lin Chin paid for her involvement in the advertising campaign to support the closure of the Chatswood to Epping line?

Question 176

What is the total cost of the advertising campaign around the Chatswood to Epping line closure?

Answer

I am advised:

(175) - (176) This information is available on the eTendering website.

Question 177

What is the total cost to date of the investigation into leaks from Transport for NSW?

Answer

I am advised:

\$212,755.00 (excl. GST)

Question 178

Do you think this expenditure has provided value for money for NSW taxpayers?

Answer

I am advised:

Yes.

Question 179

Do you agree with the Auditor General's findings (page 2) that Transport for NSW "did not effectively plan and procure the CSELR project to ensure it maximised value for money for New South Wales?"

Answer

I am advised:

I refer you to my public statement of 30 November 2016

Question 180

Transport is by far the largest employer of contingency labour in the NSW with approximately \$350 million or 35% of spend on contingency labour in Transport.

Question 181

How many contractors- contingent labour are being employed in your agency?

Question 182

Will the amount of external contractors engaged by your agency be reduced as a result of the increase in the efficiency dividend?

Question 183

How many jobs will need to be cut in your agency with the 12% efficiency dividend job cuts (3% per year over 4 years)?

Answer

I am advised:

(180) - (183) 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.

Question 184

What is the worst rail line for peak punctuality in 2018?

Answer

I am advised:

This information is publicly available.

Question 185

Is it true that peak punctuality has declined since the introduction of the new timetable in November 2017?

Answer

I am advised:

This information is publicly available.

Question 186

Is the budget for the Making It Work For You IT program, \$425 million?
(a) If no, what is it?

Question 187

Was this the original budget or has it increased?

Answer 186 and 187

I am advised:

The original budget was \$425 million. Following minor changes, including the transfer of some funds to another project, the program remains within its revised allocated budget of \$412.4 million.

Question 188

I understand the program started as NGIS. When did it start and when will it finish?

Answer

I am advised:

The program roll out started in 2014 and it is anticipated it will be completed by the end of 2018.

Question 189

Has the project seen any overruns, delays or underestimates?

Answer

I am advised:

Increased demand from the cluster, coupled with a pipeline of significant new programs resulted in different scope requirements that could not be anticipated in the original business case.

To ensure the program is delivered within budget, the deployment approach was reviewed in March 2017. The program was estimated to take about four years to roll out and it is anticipated that this will be completed by the end of 2018.

Question 190

Has there been any reduction in the scope of the project to fit within budget?

Answer

I am advised:

Adjustments to scope, including both reductions and additions, have been made where necessary.

Question 191

Is this the IT program that was responsible for delays a few weekends ago (18 August 2018)?

Answer

I am advised:

No.

Question 192

Minister, has this program been value for money?

Answer

I am advised:

The project has secured \$148 million in financial benefits, exceeding the estimate of \$119 million in the business case.

Question 193

What is the Net Present Value of this IT program?

(a) Would you be alarmed if the net present value of the IT program was negative?

Answer

I am advised:

The Making IT Work for You program is refreshing assets and is not a new investment; therefore a Net Present Value calculation is not applicable.

Question 194

How many train drivers employed by Sydney and NSW Trains have been recruited from 1 February 2018 to now?

Question 195

How many train drivers employed by Sydney and NSW Trains have exited from 1 February 2018 to now?

Question 196

What is the total number of train drivers employed by Sydney and NSW Trains as of now?

Answer

I am advised:

(194) - (196) Sydney Trains has a robust workforce management plan in place to recruit train drivers. Currently there are more than 1,170 train drivers employed across Sydney Trains and NSW TrainLink.

Question 197

What was the cause of the “compromise” of the TrainLink website’s reservation system in 2016?

Question 198

When was the investigation into the incident completed?

Question 199

Who was responsible for the investigation into the incident?

Question 200

Have any recommendations been provided since the investigation into the incident?

(a) If so, what are they?

Answer

I am advised:

(197) - (200) An investigation determined that NSW TrainLink’s security systems prevented a security breach. There is no evidence to suggest that customer data had been accessed.

Question 201

What was the heavy rail maintenance backlog as of:

- (a) June 2011
- (b) June 2012
- (c) June 2013
- (d) June 2014
- (e) June 201
- (f) June 2016
- (g) June 2017
- (h) June 2018

Answer

I am advised:

The premise of your question is incorrect.

Question 202

Did NSW taxpayers receive value for money for the purchase of the property for the Parramatta light rail stabling facility at Camellia?

Answer

I am advised:

Transport for NSW complied with all of the requirements set out in the Land Acquisition (Just Terms Compensation) Act 1991, including in relation to the price paid for the site.

Question 203

Do you have any plans to sell the Ryde bus depot?

Answer

I am advised:

I refer you to my response to supplementary question 105.

Question 204

Do you have any plans to further privatise bus services?

Answer

I am advised:

I refer you to my response to supplementary question 106.

Question 205

Does the Government have any plans to remove train guards from intercity trains?

Question 206

Does the Government have any plans to remove train guards from Sydney trains?

Answer

I am advised:

(205) - (206) This information is publicly available.

Question 207

What was the average bus fare in 2011?

Question 208

What is the average bus fare in 2018?

Question 209

What was the average Sydney Trains fare in 2011?

Question 210

What is the average Sydney Trains fare in 2018?

Question 211

Does the NSW have any plans to increase public transport fares in 2019?

Answer

I am advised:

(207) - (211) In the 16 years, that the Labor Party were in government, fares went up 87%. Since the introduction of Opal in 2012, the NSW Government has kept fares low with a five-year fare freeze and then an adjustment to fares only by CPI last year and this year. At the same time, the NSW Government is investing record amounts in transport infrastructure, including building the Sydney Metro system, and has

introduced an additional 30,000 public transport services since 2011. Brand new trains will also start rolling on to the tracks from late 2018 to increase reliability and services.

Question 212

What is the total number of cases in which Transport for NSW is a party to a court proceeding?

Answer

I am advised:

This information is publicly available.

Question 213

Why have Newcastle Bus services not been re-instated to Northcott drive, one of Newcastle's busiest and steepest roads?

Answer

I am advised:

Newcastle Transport has worked to optimise the network to better meet the needs of customers, using an evidence based approach on Opal data, staff knowledge and community consultation as part of the Voice of Newcastle program. Opal data confirmed that patronage was very low on Northcott Drive, at approximately four boardings per day, which does not support reinstatement.

Question 214

Residents of Redhead, Whitebridge and Dudley who finish work on or after 5pm in the Newcastle CBD are unable get home via public transport. Does the Minister believe this was overlooked in the recent review of the Newcastle Buses network review?

Answer

I am advised:

Redhead, Whitebridge and Dudley residents working in the Newcastle CBD are able to catch the Route 14 at 5.20pm or 5.35pm at the intersection of King and Perkins Streets, and connect at Charlestown with the Route 48 service to Redhead, Whitebridge and Dudley at 6.12pm.

Newcastle Transport is committed to delivering the best possible service for customers and is taking all feedback on board.

Question 215

Has the review of the Newcastle Buses network been completed?

Answer

I am advised:

The network refinements following the review were implemented on 29 July 2018.

Question 216

Is the Minister aware of the devastating impact the cuts to bus services on Beaumont Street, Hamilton have had on local businesses?

Question 217

Is the Minister aware that local businesses have closed down due to the downturn created by the cuts to bus services?

Answer

I am advised:

(216) - (217) The premise of your question is incorrect.

Question 218

Will the Minister take on board the feedback from the community and businesses and restore essential bus services down Beaumont Street, Hamilton?

Answer

I am advised:

Keolis Downer Hunter is committed to delivering the best possible service for customers, and all feedback that has been received on board.

Keolis Downer Hunter will continue to monitor the network and make improvements where necessary over the duration of its contract.

Question 219

Is Keolis Downer Hunter paid an incentive payment for increasing patronage on Newcastle buses?

Question 220

How are these incentive payments calculated?

Answer

I am advised:

(219) - (220) The Patronage Incentive Payment in the Newcastle Integrated Service contract is commercial in confidence.

Question 221

Has patronage on Newcastle buses increased or decreased since the privatisation of the network?

Answer

I am advised:

The premise of your question is incorrect.

Question 222

Is the Minister aware the 'patronage comparison including Opal and Non-opal travel' released to the media in June?

Question 223

Why did the 2018 data include 'other' trip type when this data was excluded from the 2017 figures?

Answer

I am advised:

(222) - (223) I refer you to my previous response, LA 8857.

Question 224

Has the addition of the 'other' trip types resulted in Keolis Downer Hunter receiving increased incentive payments?

Answer

I am advised:

The Patronage Incentive Payment (PIP) in the Newcastle Integrated Service Contract is commercial in confidence.

Question 225

Why has Keolis Downer failed to reinstate the former route 350 service between Swansea Heads and Newcastle via Broadmeadow and Hamilton?

Answer

I am advised:

The entire bus network was redesigned to support rollout of the new network on 14 January 2018. The Route 14 service connects Swansea to Belmont, Charlestown, Kotara and the Newcastle CBD, and customers travelling to Broadmeadow can connect at Charlestown with the Route 28 service.

Question 226

Why has Keolis Downer failed to reinstate bus services along the Pacific Highway at Belmont North between Wommara Avenue and Ntaba Road, forcing older people to walk up to 1 km along the side of the Pacific Highway to their nearest bus stop.

(a) Are you aware that within the last year Lake Macquarie Council had upgraded two bus stops along this stretch of roadway to be fully DDA compliant, with new bus shelters, which are now unused.

Answer

I am advised:

Opal data confirmed that patronage was very low along the Pacific Highway, between Wommara Avenue and Ntaba Road. The new network is designed to meet the majority of customer needs and increase public transport usage across Newcastle and Lake Macquarie. The former route 350 travelled from Newcastle CBD to Swansea Heads. There was an average of eight boardings per day for this service travelling along the Pacific Highway, between Wommara Avenue and Ntaba Road.

(a) Newcastle Transport is working closely with both Newcastle City Council and Lake Macquarie City Council to improve bus infrastructure.

Question 227

Why has Keolis Downer failed to reinstate bus services to Floraville, and most parts of Croudace Bay and Valentine after 6 pm, with many workers retail and hospitality industry now unable to use public transport for their daily commute due to finishing work after 6 pm.

Answer

I am advised:

Newcastle Transport has worked to optimise the network to better meet the needs of customers, using an evidence based approach on Opal data, staff knowledge and community consultation as part of the Voice of Newcastle program.

Opal data confirmed that customer demand for services from Newcastle CBD to Floraville after 6pm was very low and did not support service reinstatement. The former route 317 travelled from Newcastle CBD to Floraville. On a weekday between 5pm – 10pm travelling from Charlestown for the remainder of the route, there were on average three or less passengers using this service.

For Croudace Bay and Valentine residents, Route 29 provides services to Eleebana and Macquarie Drive and Croudace Bay Road, adjacent to Croudace Bay and Valentine. This service operates from 5am - 10pm on weeknights and provides customers access to a number of locations including Belmont, where customers can connect to the Route 14 service from Charlestown, Kotara and the city, as well as Cardiff Station, where they can connect with the Route 13 service from the Newcastle CBD.

Question 228

Is the Minister aware that a local domestic violence service, Nova, has experienced issues around access as a result of the Newcastle Light Rail project?

Answer

I am advised:

Yes.

Question 229

On 19/7/18 you were asked by the Member for Newcastle to urgently investigate this matter, what action did you take?

Question 230

Why did Nova again experience issues with access on 13/8/18?

(a) As of 4/9/18, why has the Minister not responded to representations dated 13/8/18 from the Member for Newcastle about this issue?

Question 231

Do you agree you failed this vital service?

Question 232

Does the Minister think it is acceptable that an ambulance was denied access to Nova's building and instead had to meet staff from Nova and a client in a KFC carpark 400 metres down the road?

Question 233

Has the Minister contacted Nova?

Question 234

Has the Minister apologised to Nova?

Question 235

Nova is reporting a drop in clients since the start of the Newcastle Light Rail project, considering their government funding is calculated on the number of clients they see,

will you grantee Nova funding will not be reduced as a result of the light rail construction?

Answer

I am advised:

(229) - (235) The Parliamentary Secretary for Transport and Infrastructure responded on the Minister's behalf to both letters from the Member for Newcastle on 27 August 2018.

Question 236

What was the cost of consultants engaged by Transport for NSW and/or Revitalising Newcastle for the following projects:

- (a) Newcastle Light Rail;
- (b) Newcastle Interchange;
- (c) Truncation of the Newcastle rail line;
- (d) Redevelopment of the old rail corridor; and
- (e) Newcastle Store site?

Answer

I am advised:

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

Question 237

Was the NSW Government charged import duty on Newcastle Light Rail tracks that were imported from Austria?

- (a) If so, how much was the duty?
- (b) What was the cost of shipping the tracks to from Austria to Newcastle?

Answer

I am advised:

Under the fixed price contract, the manufacturer is responsible for paying any duties or taxes.

Question 238

Considering the Newcastle Light Rail carriages were built in Spain when there are local manufacturers in Australia that produce suitable goods, has the Government been charged import duty on these carriages?

- (a) If so, what was the total cost of the duty?

Answer

I am advised:

I refer you to my previous response, LA 9022.

Question 239

On 14/10/15 the Government committed \$10M undertake investigation and complete strategic business cases for inland and trans-urban extensions of the line, including to Broadmeadow, the Hunter Stadium, Adamstown and Mayfield, what is the status of the strategic business cases?

Question 240

When will the strategic business cases be completed?

Question 241

To date, how much of the \$10M has been spent?

Question 242

Have investigations into the development of a strategic business case for inland and trans-urban extensions including to Broadmeadow, the Hunter Stadium, Adamstown and Mayfield of the proposed Newcastle light rail line been undertaken?

Question 243

Will you release a copy of the strategic business case?

Answer

I am advised:

(239) - (243) I refer you to the response given in the hearing.

Question 244

How many businesses have closed in Newcastle since the construction of the Newcastle Light Rail began?

(a) Have you meet with businesses located on Hunter Street?

(b) Have you walk down Hunter Street to see firsthand the impact of the construction?

Question 245

Why have you refused to support small businesses located on Hunter Street impacted by the Newcastle Light Rail project, when you have provided \$9m in rental assistance to Sydney businesses?

Answer

I am advised:

(244) - (245) The Revitalising Newcastle team maintains regular direct contact with businesses on Hunter Street and has generated activity to support businesses in the city as Newcastle undergoes an unprecedented transformation period.

Local engagement managers and business advisors have been available to provide businesses with personalised advice and assistance.

The NSW Small Business Commissioner, through its relationship with the Hunter Business Chamber and Newcastle Now Business Improvement Association, was engaged to assist small businesses through this period of change.

Question 246

Why did you fail to uphold your commitment to construct the Newcastle Light Rail block by block?

Answer

I am advised:

The Newcastle Light Rail project is on time and on budget. Construction continues this year and Newcastle Light Rail is expected to be operational in early 2019.

Question 247

What is the budget of the Newcastle Light Rail project?
(a) How much has been spent to date?

Question 248

Is the project on time?

Question 249

Is the project on budget?

Question 250

To date, what is the cost of advertising on the Newcastle Light Rail project?

Answer

I am advised:

(247) - (250) This information is publicly available.

Question 251

Is the Minister aware of the devastating impact the cuts to bus services on Beaumont Street, Hamilton have had on local businesses?

Answer

I am advised:

I refer you to my response to supplementary question 216.

Question 252

Is the Minister aware that local businesses have closed down due to the downturn created by the cuts to bus services?

Answer

I am advised:

I refer you to my response to supplementary question 217.

Question 253

Will the Minister take on board the feedback from the community and businesses and restore essential bus services down Beaumont Street, Hamilton?

(a) If not, why not?

Answer

I am advised:

I refer you to my response to supplementary question 218.

Question 254

Is KDH paid an incentive payment for increasing patronage on Newcastle buses?

Answer

I am advised:

I refer you to my response to supplementary question 219.

Question 255

How are these incentive payments calculated?

Answer

I am advised:

I refer you to my response to supplementary question 220.

Question 256

Has patronage on Newcastle buses increased or decreased since the privatisation of the network?

Answer

I am advised:

I refer you to my response to supplementary question 221.

Question 257

Is the Minister aware the 'patronage comparison including Opal and Non-opal travel' released to the media in June?

(a) Why did the 2018 data include 'other' trip type when this data was excluded from the 2017 figures?

Answer

I am advised:

I refer you to my response to supplementary question 222.

Question 258

Has the addition of the 'other' trip types resulted in KDH receiving increased incentive payments?

Answer

I am advised:

I refer you to my response to supplementary question 223.

Question 259

Is the Minister aware that drivers are still experiencing issues with their pay?

(a) What actions has the Minister taken to address this issue?

Question 260

Has the Minister contacted drivers to apologise?

Answer

I am advised:

(259) - (260) Keolis Downer Hunter currently employs 420 staff and has advised that very few errors occur in processing wages.

Question 261

How has the removal of these bus stops improved congestion?

Answer

I am advised:

The Sydney metropolitan road network is highly congested, which can result in delays and poor reliability for some bus services.

The Bus Priority Infrastructure Program is one of a range of measures that the NSW Government is investing in to better manage congestion on Sydney's roads.

Question 262

What are the statistics regarding the number of complaints on each bus route from 1 Jul to 1 Sep 2018 since Transit Systems took over from State Transit Authority of NSW?

Answer

I am advised:

I refer you to my response to supplementary question 117.

Question 263

What plans are in place to improve the lack of adequate public transport, particularly the train services, in the Canterbury area in the short term?

Answer

I am advised:

The NSW Government has addressed the growth experienced by the Canterbury electorate by providing additional rail capacity for the area in all timetable releases since 2011. In November 2017, over 230 weekly services were added to the T3 Bankstown line.

Since 2011, an additional 335 weekly bus services have been introduced on routes serving the Canterbury electorate, of which almost 50 were introduced in May 2018. The new Region 6 bus operator, Transit Systems, is working with Transport for NSW to identify opportunities for service enhancements in the inner west in the short term, including the Canterbury electorate.

The Liberal-National Government is committed to providing the best possible services for customers and will continue to monitor the network to see where further improvements can be made.

Sydney is expanding and the Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. The previous train timetable introduced by the NSW Government in October 2013 provided commuters on the T3 Bankstown Line with a 33 per cent increase in peak hour services. Whilst the service increase delivered by the Government in October 2013 is considered to be adequate to support customer demand on the T3 Bankstown Line, on 26 November 2017, as part of the new timetable introduced by the Government in a step towards modernising the network in line with other major cities around the world, a further 25 per cent increase in capacity was provided to customers on the T3 Bankstown Line.

The new timetable is an important part of Stage 1 of the Government's \$1.5 billion More Trains, More Services program. The program boosts network capability, provides better infrastructure and represents the single largest increase in capacity on the network. The additional peak hour services were designed to provide an attractive alternative route for customers from Liverpool and Cabramatta to travel to the Sydney CBD and created additional capacity for customers at Granville, Lidcombe and the Inner West.

Upgrading the 123 year old T3 Bankstown Line to Sydney Metro standards is vital to the future of Sydney's transport network - it will boost capacity and provide a more reliable journey for customers. Sydney Metro will deliver customers on the T3 Bankstown Line with a train every four minutes in the peak, with ultimate capacity for a train every two minutes in each direction under the city centre.

Question 264

Does the current State Government plan to privatise this line?

Question 265

Is privatisation the only option considered by this Government to improve public services?

Answer

I am advised:

(264) - (265) I refer you to my response to supplementary question 106.

Question 266

Are you aware of the Illawarra Rail Fail group?

Question 267

Have you received a request to meet with the group?

Answer

I am advised:

(266) - (267) I refer you to the response given at the hearing.

Question 268

How many complaints have been received in relation to overcrowding on the South Coast Line in the past twelve months?

Answer

I am advised:

Since we started measuring the satisfaction of our Sydney Trains customers in November 2012, their satisfaction with the service we provide has lifted by 10 percent to sit at 89%.

Question 269

When did you last catch a train from Central to the South Coast?

Answer

I am advised:

I am a regular user of public transport.

Question 270

How many commuters who catch the South Coast Line daily have you spoken to in the past twelve months?

Question 271

Have you received an invitation from the Member for Keira to join him on the 3.24pm service from Central to Thirroul?

Question 272

Are you aware of the front page of the Illawarra Mercury, on 12 July 2018, where they declared "It's our shout Minister" where they offered to pay your fare to catch the train from Central to Thirroul?

Question 273

Will you join the Member for Keira on the 3.24pm train from Central to Thirroul?

(a) If so, when?

(b) If not, why?

Answer

I am advised:

(270) - (273) I refer you to my response to supplementary question 268.

Question 274

Will the new intercity fleet carriages be commissioned for use on the South Coast Line from 2019 or 2021?

Answer

I am advised:

This information is publicly available.

Question 275

Why is there a discrepancy in the public comments of the Minister and Transport for NSW on the year the new intercity fleet will be commissioned on the South Coast Line?

Answer

I am advised:

There is no inconsistency between my public statements and the statements on the Transport for NSW website.

Question 276

Will new intercity fleet services have more or fewer seats than existing 8 car services on the South Coast Line?

Answer

I am advised:

The capacity of a 10-car New Intercity Fleet train is identical to the current V-set. These trains will operate on the Blue Mountains and Newcastle-Central Coast lines which have the highest patronage.

The 8 car NIF has 650 seats and a capacity of just over 1000 total. These will operate on the Illawarra and South Coast line.

Based on projected demand, it is estimated that 95% of intercity customers will have a seat available on the New Intercity Fleet.

The feedback from our customers was that the current 3 + 2 seating configuration on the Oscar trains was not comfortable, especially during the longer journeys. Fixed

2+2 provides a more comfortable seat, with an arm-rest (which is not feasible on 2+3); and allows for a wider aisle meaning standing room is less cramped. It also enables additional in-seat amenity to be provided, with a flip-down tray table and in-seat power (which is otherwise not possible). Amenities like bicycle racks and luggage storage will also be provided.

The interior layout of the New Intercity Fleet has been designed to optimise the level of compliance with the Disability Standards for Access to Public Transport. This includes extra space for wheelchairs and prams and the inclusion of accessible toilets.

Information about the capacity of current rolling stock is available on the Sydney Trains website.

Question 277

Does the bottleneck at Sydenham Junction prevent the addition of passenger carriages on the 3.24pm and 3.54pm weekday services between Central and Wollongong?

(a) If so, what factors prevent it?

Answer

I am advised:

I refer you to my response to supplementary question 268.

Question 278

Are the 3.24pm and 3.54pm weekday services between Central and Wollongong included in the overcrowding statistics collected by Transport for NSW?

(a) If not, why not?

Answer

I am advised:

I refer you to my response to supplementary question 268.

Question 279

Were any other cost estimates from the private sector provided for the upgrade of upgrade 13 kilometres of the South Coast Line between Berry and Bomaderry allowing heavier trains carrying up to 25 tonne axle loads to use the track?

Question 280

If so, what was the estimate of cost to upgrade the 13 kilometre section in (1)?

Question 281

What factors comprised the cost of \$40 million to upgrade the 13 Kilometre section funded under the NSW Government's Fixing Country Rail program announced on 29 May 2018?

Answer

I am advised:

(279) - (281) This is a matter for the Minister for Roads, Maritime and Freight.

Question 282

How many stations under the Transport Access Program Tranche 3 are rated “Deferred – concept complete”?
(a) What does this rating mean?

Question 283

Please list all stations rated as “Deferred – concept complete”?

Question 284

By what date should works at stations rated “Deferred – concept complete” need to be completed in order for those stations to be considered a “Wheelchair Accessible Station”?

Question 285

Which postcode area or areas were used in the calculation of the mobility permit criteria for the purposes of calculating the final score for TAP Tranche 3 rankings for Unanderra Station?

Question 286

Is the location of nearby tourism facilities or places of interest considered for the purposes of calculating the TAP rankings?

(a) If not, why not and when was this ranking criteria removed?

Question 287

Over what dates and how frequently are the workday and non-workday patronage figures calculated?

(a) How often are these updated?

Question 288

When was the last ranking of intercity stations under the TAP completed?

Answer

I am advised:

(282) - (288) I refer to you my response to supplementary question 1.

Question 289

Was funding allocated for the Gannons Road Rail Bridge at Caringbah at the time of the Minister for Transport’s announcement in December 2017?

Answer

I am advised:

Yes.

Question 290

What is the cost of the Gannons Road Rail Bridge at Caringbah?

Answer

I am advised:

The project is in development phase with design works and cost estimate in progress.

Question 291

Has Transport for NSW has acquired 6 Grand Avenue, Camellia, for the purpose of providing depot, maintenance and stabling facilities for the Parramatta Light Rail?

Answer

I am advised:

Yes.

Question 292

On what date was 6 Grand Avenue, Camellia, acquired?

Answer

I am advised:

June 2016.

Question 293

What was the acquisition cost of 6 Grand Avenue, Camellia?

Question 294

From whom was it acquired?

Question 295

Was it acquired from a property developer?

Answer

I am advised:

I refer you to my response to supplementary question 202.

(293) - (295)

Question 296

Did the Finance and Investment Committee of Transport for NSW approved \$30 million-plus GST to acquire 6 Grand Avenue, Camellia, in March 2015?

Answer

I am advised:

I refer you to my response to supplementary question 202.

Question 297

The developer who sold Transport for NSW the site bought it for \$26.5 million. Is that correct?

Answer

I am advised:

I refer you to my response to supplementary question 202.

Question 298

In an out-of-session meeting of the Finance and Investment Committee convened on 13 May 2016, the committee authorised the purchase of the site for \$53.5 million, did it not?

Answer

I am advised:

I refer you to my response to supplementary question 202.

Question 299

Why did TfNSW buy the site for \$53.5 million when the developer paid \$26 million just months earlier?

Answer

I am advised:

I refer you to my response to supplementary question 202.

Question 300

Was the property at 6 Grand Avenue, Camellia, is contaminated at the time of purchase?

Answer

I am advised:

This information is publicly available.

Question 301

At the same meeting of the Finance and Investment Committee at which \$30 million was approved to buy the site in 2015, the committee imposed a condition that the seller of the land would have to pay for the clean-up. That is correct, is it not?

Question 302

When Transport for NSW bought the site for \$53.5 million, in addition to handing the developer a \$26 million windfall, Transport for NSW agreed that taxpayers would pay for the clean-up, did it not?

Answer

I am advised:

(301) - (302) I refer you to my response to supplementary question 202.

Question 303

In May did TfNSW awarded Venture a \$121 million contract to clean up 6 Grand Avenue, Camellia?

Question 304

How have you managed to go from the developer paying to clean up the site to the taxpayers paying \$121 million to clean up the site?

Answer

I am advised:

(303) No.

(304) The premise of your question is incorrect.

Question 305

When will Sydney Metro West open for passengers?

Answer

I am advised:
This information is publicly available.

Question 306

Has a strategic business case been completed for this project?

Answer

I am advised:
I refer you to the response given in the hearing

Question 307

When did you last speak to the Commonwealth regarding a Commonwealth funding contribution to the project?

Question 308

Are you seeking a Commonwealth funding contribution to the project?

Answer

I am advised:
(307) - (308) I am in regular communication with my colleagues in Canberra on how to best deliver transport solutions for the people of New South Wales.

Question 309

What is transport for NSW's most recent rail demand forecasts und underlying land use assumptions considering new urban mass transit (underground metro) alignments in the following corridors:
(a) Victoria Road corridor to Sydney CBD; and
(b) Dee Why to Sydney CBD via Mosman.

Answer

I am advised:
There are no underground Metro and/or Rail planned in these corridors. I refer you to the Future Transport website.

Question 310

Does the Government currently have plans to increase the capacity of the commuter carpark at Dapto Station?

Question 311

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

Answer

I am advised:
(310) - (311) I refer you to my response to supplementary question 1.

Question 312

Does the Government admit that the current bus services catering to West Dapto are inadequate? (Bus services catering to residents in West Dapto do not run on

Saturdays, Sundays or public holidays effectively forcing local residents to walk up to 45 minutes to Dapto shops).

Answer

I am advised:

Transport for NSW continues to monitor the customer demand and service capacity across the network, including the West Dapto area. At present, customers in the West Dapto area can access the Route 31 bus service seven days per week, for trips between Horsley, Dapto and Wollongong.

Question 313

When will additional services and carriages be provided on the South Coast rail line?

Answer

I am advised:

I refer you to my response to supplementary question 273.

Question 314

When will an Opal card top up machine be installed at Shellharbour Junction Station?

Answer

I am advised:

This information is publicly available.

Question 315

As per the Government's Election Commitments 2015-19, what program has been developed to reduce travel time between Sydney and the Illawarra?

Answer

I am advised:

I refer you to my previous response, LA 8667.

Question 316

Has the Illawarra-Shoalhaven Future Transport Plan been finalised?

(a) If not, why not?

(b) If yes, when will it be made publicly available?

Answer

I am advised:

This information is publicly available.

Question 317

Since the new Sydney Trains timetable was introduced in November last year, on how many occasions have there been disruptions on the network caused by preventable maintenance issues?

Answer

I am advised:

I refer you to my previous response to Supplementary Question 201.

Question 318

What benchmarks are used to determine if the level of disruptions caused by preventable maintenance issues is acceptable for:

- (a) track maintenance
- (b) fleet maintenance?

Answer

I am advised:

This information is publicly available.

Question 319

What was the funding allocation in 2016/17 for:

- (a) track maintenance
- (b) fleet maintenance?

Question 320

What was the funding allocation in 2017/18 for:

- (a) track maintenance
- (b) fleet maintenance?

Question 321

What is the funding allocation in 2018/19 for:

- (a) track maintenance
- (b) fleet maintenance?

Answer

I am advised:

(319) - (321) This information is in the Budget papers.

Question 322

How many FTE staff were employed in 2016/17 for:

- (a) track maintenance
- (b) fleet maintenance?

Question 323

How many FTE staff were employed in 2017/18 for:

- (a) track maintenance
- (b) fleet maintenance?

Question 324

How many FTE staff were employed in 2018/19 for:

- (a) track maintenance
- (b) fleet maintenance?

Answer

I am advised:

(322) - (324) Staffing numbers are commensurate with need and can go down or up as required.

Question 325

What additional investment in both fleet and track maintenance services – skills, training and overall workforce – will be put in place prior to any subsequent expansion of services across the Sydney Rail network?

Answer

I am advised:

This information is publicly available.

Question 326

What are the reasons that the UGL Facility in Taree was rejected as the site for the Regional Rail Fleet to be built and maintained?

Answer

I am advised:

I refer you to the response given in the hearing.

Question 327

What are the comparative costs for building the Regional Rail fleet as a local build, as compared with them being constructed in part or wholly overseas?

(a) How does this compare with the announcement by the Government that a local build of the New Intercity fleet would be fifty percent more expensive than if they were built overseas?

(b) Will you provide details of these cost comparisons?

Answer

I am advised:

The NSW Government is delivering a new fleet of intercity trains. It will replace those used on the Central Coast & Newcastle, Blue Mountains and South Coast lines and offer customers greater comfort, reliability and convenience. The first train will enter service in 2019.

The design, manufacture and fitout of the fleet overseas provides a 25 per cent cost saving to taxpayers. Australian manufacturers were given an equal opportunity to bid for the contract to manufacture the new trains. I am advised that no company proposed to manufacture the trains in Australia. These savings will be reinvested in transport projects and improve the rail network and its reliability, enabling us to buy more trains to benefit our customers. More than 350 full-time jobs will be created in Kangy Angy, New South Wales, to support the long-term maintenance of the new train fleet.

Question 328

What specific plans are in place to attract the highly skilled workforce required to Dubbo?

Answer

I am advised:

This information is publicly available.

Question 329

Will Berala, (or any of the 9 stations between Berala-Carramar-Yagoona) have direct trains to the City once the Metro Southwest (Sydenham to Bankstown) is constructed?

(a) If not, how many commuters will be forced to interchange for trains to the City at:

- i. Lidcombe?
- ii. Bankstown?
- iii. Cabramatta?

Answer

I am advised:

This information is publicly available.

Question 330

How many commuter injuries have been reported to Sydney Trains at Lidcombe Station in the last six months?

Answer

I am advised:

I refer you to my response to Supplementary Question 107.

Question 331

How many commuter injuries were reported to Sydney Trains at Lidcombe Station for:

- (a) 2018
- (b) 2017
- (c) 2016

Answer

I am advised:

I refer you to my response to Supplementary Question 107.

Question 332

How many rail employees have been employed to assist with commuter movement in the morning at Lidcombe Station for 2016, 2017 and 2018?

- (a) 2018
- (b) 2017
- (c) 2016

Answer

I am advised:

The number of staff at Lidcombe Station varies to service the needs of customers using this station at different times.

Question 333

What is the average change in total travel time between stations of departure and destination following the November 2017 train timetable changes for individuals departing from the following train lines:

- (a) T1
- (b) T2
- (c) T3

- (d) T4
- (e) T5
- (f) T6
- (g) T7
- (h) T8?

Answer

I am advised:
This information is publicly available.

Question 334

What was the total expenditure for upgrading (including the purchase of new buses or replacement of old stock) for public buses by each LGA in NSW?

Answer

I am advised:
This information is available in the Budget Papers.

Question 335

Trains in weekdays leave Sydney for the South Coast at 10.23 and 11.23. Is there not a path that could be provided for a passenger train to leave Sydney for Wollongong around 10.55?

Question 336

Trains in weekdays leave Sydney for the South Coast at 11.23 and 12.23. Is there not a path that could be provided for a passenger train to leave Sydney around 11.55?

Question 337

Trains in weekdays leave Sydney for the South Coast at 12.23 and 13.23. Is there not a path that could be provided for a passenger train to leave Sydney around 12.55?

Question 338

Trains in weekdays leave Sydney for the South Coast at 13.23 and 14.23. Is there not a path that could be provided for a passenger train to leave Sydney around 13.55?

Question 339

Trains in weekdays leave Sydney for the South Coast at 14.23 and 15.24. Is there not a path that could be provided for a passenger train to leave Sydney around 14.55?

Question 340

An Oscar set is sent to Mortfield Maintenance Centre for cleaning about 10 am each weekday, and returns to revenue service by the mid-afternoon. Could it not instead be sent to Wollongong in revenue service for cleaning there, and then return to Sydney in revenue service?

Question 341

When is the next timetable change for the South Coast line planned?

Question 342

How many OSCAR sets will be taken out of revenue service on the Epping Chatswood line when this line is closed pending its integration with the new North West Metro?

Question 343

Could some of these sets be deployed onto the South Coast line to allow crowded trains with four car sets to be upgraded to eight cars?

Answer

I am advised:

(335) - (343) NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. A new timetable was introduced on 26 November 2017 as part of Stage 1 of the NSW Government's \$1.5 billion More Trains, More Services program. The new timetable delivers up to 1,500 new train services across the network. These extra services are needed to address significant patronage growth on public transport and particularly on the Sydney Trains network.

The NSW Government has also announced an additional \$880 million towards Stage 2 of the More Trains, More Services program to simplify and modernise the rail network, creating high capacity, turn up and go services for many customers. The program will use world-class technology to transform the network and provide customers with more services, faster travel times and improved reliability. Future stages of the program will look to deliver a 30 per cent increase in peak services on the T4 Illawarra Line which is an increase of five trains an hour, with more services for South Coast customers.

Question 344

Are you aware of the Illawarra Rail Fail group?

Answer

I am advised:

I refer you to my response to supplementary question 266.

Question 345

Have you received a request to meet with the group?

Answer

I am advised:

I refer you to my response to supplementary question 267.

Question 346

How many complaints have been received in relation to overcrowding on the South Coast Line in the past twelve months?

Answer

I am advised:

I refer you to my response to supplementary question 268.

Question 347

When did you last catch a train from Central to the South Coast?

Answer

I am advised:

I refer you to my response to supplementary question 269.

Question 348

How many commuters who catch the South Coast Line daily have you spoken to in the past twelve months?

Answer

I am advised:

I refer you to my response to supplementary question 270.

Question 349

In the 2017 submissions to the Australian Government for joint funding for a business case study to upgrade train services from Sydney to regional centres, was Wollongong and the South Coast proposed?

Question 350

If so, and the application to the Australian Government was successful, how much funding was the NSW Government prepared to commit?

Answer

I am advised:

(349) - (350) This information is publicly available.

Question 351

Would the NSW Government be now prepared to commit this amount towards a business case to Infrastructure Australia standards to get some Federal funding for South Coast track upgrades?

Answer

I am advised:

I refer you to my response to supplementary question 307.

Question 352

What track upgrades, including replacement of slow speed points by high speed points are being carried out in the meantime to allow for faster trains in the future?

Answer

I am advised:

This information is publicly available.

Question 353

What is the life expectancy for the Stanwell Park Viaduct?

Answer

I am advised:

With regular maintenance, the lifespan of the Stanwell Park Viaduct is indefinite.

Question 354

Is it possible for the signalling system to be adjusted so as to allow only one train at a time, on either track, on the Stanwell Park Viaduct?

Answer

I am advised:

This would result in reduced service levels for our customers.

Question 355

Will the Minister explain why the South Coast Line was not formally nominated by the Government for funding through the Commonwealth's National Rail Program?

(a) Will the Minister provide an explanation to which projects were nominated by the Government and explain why they were given precedent over the investment of the Maldon-Dombarton Rail project?

(b) Does the Minister agree the removal of Freight Services off the South Coast Line will provide wider opportunities for improved passenger services on the South Coast Line?

(c) Will the Minister commit to the Government nominating and prioritising investment into the completion of the Maldon-Dombarton Rail project?

i. If not, the Minister needs to explain why investment into Maldon-Dombarton Rail Project is not given consideration?

Answer

I am advised:

This information is publicly available.

Question 356

Please note there has been an evacuation alert for East Heathcote in January this year with an out of control Bush Fire 8km away in the Royal National Park at Waterfall.

(a) Minister, are you aware that the Greater Sydney Commission, Southern Sydney Planning Panel is considering approving a development application of 55 apartments, at 5 levels, and the probability of a commercial interest in the Heritage Listed historic Heathcote Hall, in an isolated part of Heathcote East, surrounded by 15,000 hectares of the Royal National Park, with 1 road in and out, no evacuation procedures and a Council zoning of E4, due to it being a bushfire prone area?

i. Is the Minister aware that to comply with the RFS General Advice – in correspondence of 27th April 2018 that:

“the council, together with the Local Emergency Management Committee (LEMC) and relevant government authorities, should ensure that the vehicular crossing of the railway line at Heathcote Station is kept trafficable at all times in case of an emergency?”

ii. Is the Minister aware that Sydney Trains site a risk of vehicles with insufficient ground clearance becoming stuck whilst traversing the crossing and, that vehicles which are too high may risk contact with the overhead live wiring?

iii. Is the Minister aware that there's a sign on the crossing access gates stating that the gates cannot be opened until all trains are stopped and the electricity is turned

off. How long does the Minister expect this to take when a fire is on the door step of residents in Heathcote East?

(b) Is the Minister aware that the station staff have not been trained in the operating procedures for the emergency crossing although they do have access to the key to open the gates?

(c) Will the Minister for Transport and Infrastructure intervene and clarify that this crossing “cannot be trafficable at all times”?

Answer

I am advised:

This is a matter for the Minister for Emergency Services.

Question 357

What is the forecast efficiency dividend saving for each agency within your portfolio in 2018-19?

Question 358

What is the forecast efficiency dividend saving for each agency within your portfolio in 2019-20?

Question 359

What is the forecast efficiency dividend saving for each agency within your portfolio in 2020-21?

Question 360

What is the forecast efficiency dividend saving for each agency within your portfolio in 2021-22?

Question 361

What was the total efficiency dividend that was achieved for each agency within your portfolio between 2011-12 and 2017-18 inclusively?

Answer

I am advised:

(357) - (361) Savings from the NSW Government’s efficiency dividend are outlined in the Budget Papers.

Question 362

How many nights’ travel were claimed by the Minister during the 2017-18 period?

Question 363

How many nights’ travel were claimed by the Minister’s spouse during the 2017-18 period?

Question 364

What was the total amount of travel allowances claimed by the Minister and their spouse (if applicable) during 2017-18?

Question 365

What is the total amount of meal allowances claimed by the Minister and their spouse (if applicable) during 2017-18?

Answer

I am advised:

(362) - (365) In 2017/18, total expenditure by the Ministry on domestic travel was \$676,372 – compared with \$852,187 in 2009/10 under Labor. This is 20% less than under Labor.

Question 366

How many staff are in your ministerial office?

(a) What was the average salary for staff members in your office during 2017-18?

(b) What is the estimated average salary for a ministerial staffer in your office in 2018-19 based on current appointments?

Answer

I am advised:

Ministers' Office staff numbers and salary bands are available on the DPC website.

Refer to:

<https://www.dpc.nsw.gov.au/publications/premiers-and-ministers-staff-numbers> .

Question 367

How many blackberries/iPhone/smart phones are assigned to your staff?

(a) For each phone, how much was each bill in 2017-18?

(b) How many phones have been lost or replaced due to damage in your office?

i. What is the cost of replacing those phones?

Answer

I am advised:

There were 303 smart phones allocated across the Ministers' IT Network in 2017-18. The total usage cost of these smart phones and other mobile devices (including iPads) was \$236,984, a 46% per cent reduction on the 2009-10 expenditure of \$434,854. There were 3 devices lost/stolen across the Ministerial Offices during the 2017/2018. 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.

Question 368

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 2017-18?

(b) How many iPads or tablets have been replaced due to lost or damage in 2017-18?

i. What was the cost of replacing these devices?

Answer

I am advised:

There were 135 iPads in use across the Ministers' IT network in 2017-18. 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.

Question 369

Has any artwork been purchased or leased for display in your ministerial office in 2017-18?

(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.

Question 370

Have any floral displays or indoor plants or pot plants been hired or leased for display in your ministerial office in 2017-18?

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

Question 371

Have any floral displays or indoor plants or pot plants been purchased for display in your ministerial office in 2017-18?

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

Answer

I am advised:

(370) – (371) Floral arrangements purchased by the Ministry are managed within Ministerial office budgets.

Question 372

What was the total cost of all subscriptions by you and your staff to online news services, newspapers, magazines, journals and periodicals in 2017-18?

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

i. 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.

Question 373

What was the total value of all gifts purchased for use by you and your office in 2017-18?

(a) What were the gifts purchased?

i. Who were they gifted to?

Answer

I am advised:

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

Question 374

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.

Question 375

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 2017-18 all costs associated with these vehicles were paid from the relevant office's budget.

Question 376

What was the total bill for your office in 2017-18 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 2017-18 across the Ministry was \$89,496. This compares with 2009-10 expenditure of \$175,776.

Question 377

Were any planes or helicopters chartered by you or your office and paid for with public money in 2017-18?

- (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 \$18,695 in 2017-18. This compares with expenditure in 2009-10 of \$281,567.

Question 378

Has your department adopted "agile working environment/activity based working" practices – e.g. hot-desking?

- (a) If not, are there plans to introduce activity based working practices in 2018-19?

Question 379

How much has your department spent in the roll-out of the agile working environment including laptops, furniture, lockers and other equipment?

Answer

I am advised:

(378) – (379) Activity based working (ABW) offices are steadily being introduced across the Transport Cluster. Plans are to introduce 10,000 ABW work points by 2021.

Question 380

How much did your ministerial office spend on hospitality, including catering and beverages, in 2017-18?

Answer

I am advised:

Expenditure on hospitality across the Ministry totalled \$25,350 in 2017-18 – which includes catering for stakeholder meetings and courtesy calls with visiting dignitaries.

Question 381

How much did your Department/agency spend on hospitality, including catering and beverages, in 2017-18?

Answer

I am advised:

Costs are managed within each agency's recurrent budget.

Question 382

Do any Departments/agencies within your portfolio responsibilities utilise the services of Labour Hire Firms?

(a) If yes, please advise in table form for 2017-18:

- i. The names of the firms utilised
- ii. The total amount paid to each firm engaged
- iii. The average tenure period for an employee provided by a labour hire company
- iv. The longest tenure for an employee provided by a labour hire company
- v. The duties conducted by employees engaged through a labour hire company
- vi. The office locations of employees engaged through a labour hire company
- vii. 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.

Question 383

How many media or public relations advisers are employed for each of your portfolio agencies?

Answer

I am advised:

Transport Cluster staff numbers are included in agency Annual Reports.

Question 384

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?

Answer

I am advised:

Transport Cluster agency staff numbers undertaking media or public relations activities are commensurate with need and can go down or up as required.

Question 385

What is the total cost of media monitoring services used by Departments/agencies within your portfolio responsibilities?

Answer

I am advised:

The NSW Government purchases all commercial media monitoring centrally through the Department of Premier and Cabinet which delivers significant savings through aggregated procurement.

Question 386

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 2017-18?

Answer

I am advised:

No.

Question 387

How much did your ministerial office spend on Facebook advertising or sponsored posts in 2017-18?

Answer

I am advised:

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

Question 388

How much did your Department/agency spend on Facebook advertising or sponsored posts in 2017-18?

Answer

I am advised:

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

Question 389

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?

Question 390

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:

(389) – (390) Details of overseas travel including costs are published on the Department of Premier and Cabinet's website.

Question 391

What was the total expenditure in 2017-18 by Departments/agencies within your portfolio on:

(a) Taxi hire

(b) Limousine/private car hire

(c) Hire car rental

(d) Ridesharing services

Answer

I am advised:

All Departments' travel in 2017-18 was accordance with NSW Treasury and Finance Circular OFS-2014-07.

Question 392

Are any of the senior executives in the relevant Department provided drivers?

(a) If so, can you please specify which positions are provided drivers?

(b) In total, how many drivers are used by senior executives in the Department?

(c) What is the total cost of drivers for senior executives in the Department?

Answer

I am advised:

No.

Question 393

How much did the Department/agencies under your portfolio responsibility spend in legal costs in 2017-18?

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

Question 394

Have Department/agencies under your portfolio engaged any consultants to provide the following services or advice in 2017-18:

(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:

(393) – (394) The Financial Statements, including expenditure on consultants, are available in agency annual reports.

Question 395

How many redundancies were processed by Departments/agencies within your portfolio responsibilities during 2017-18?

(a) Of these redundancies, how many were:

i. Voluntary

ii. Forced

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

Question 396

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?

Question 397

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

Question 398

How many staff were dismissed from Departments/agencies under your portfolio responsibilities in 2017-18?

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

Answer

I am advised:

(395) – (398) Voluntary redundancies are a component for agencies to achieve their efficiency dividends. Redundancy figures across the sector for 2017/18 are anticipated to be in the order of 736, totalling 13,075 since July 2011. The Labour Expense 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. Frontline staff such as, nurses, police officers and school teachers have been quarantined from this measure.

Question 399

Do the Departments/agencies within your portfolio have an iTunes account?

(a) What was the total expenditure in 2017-18 on iTunes?

i. What applications/subscriptions/services were purchased through iTunes?

Question 400

Do the Departments/agencies within your portfolio have an Android account?

(a) What was the total expenditure in 2017-18 on Android?

i. What applications/subscriptions/services were purchased through Android?

Answer

I am advised:

(399) – (400) IT costs are managed within each agency's budget and in accordance with NSW Government's ICT and procurement policies and frameworks.

Question 401

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.

Question 402

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.

Question 403

What was the total amount paid in merchant fees on credit and/or debit card payments in your Department/agency in 2017-18?

Answer

I am advised:

(401) – (403) All NSW Government agencies are required to impose surcharges to recoup their merchant interchange fees, pursuant to Treasury Circular TC12/13. DPC does not accept payment for goods and services, so we do not impose merchant fees on our customers.

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.

Question 404

Has your office or department used a Probity Auditor or Probity Advisors, or similar, in the past five years?

- (a) 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.

Question 405

For each department, statutory agency and/or other bodies in the Minister's portfolio please report:

- (a) A copy of the entity's policy or web link to the entity's domestic violence leave policy;
- (b) Date of introduction of domestic violence leave into enterprise agreements/contracts of employment, awards as applicable;
- (c) Whether or not all employees and/or contractors are eligible for domestic violence leave;
- (d) Number of days of domestic violence leave that have been taken in each financial year since the introduction of such leave;
- (e) Number of days available for eligible staff to access domestic violence leave in each financial year;
- (f) Number of other personal days of leave that have been taken in each financial year since the introduction of domestic violence leave;
- (g) Number of sick days available for eligible staff to access domestic violence leave in each financial year;
- (h) Whether or not all staff and/or contractors have access to Employee Assistance Programs?
- (i) What training has been undertaken with management and administration for those involved in approving and/or processing domestic violence leave on issues such as?
 - i. Privacy and confidentiality of information about domestic violence
 - ii. Access to emotional, psychological, financial and medical support which may be required
- (j) Who has provided training on domestic violence in the workplace?
- (k) What percentage of staff in each agency has undertaken domestic violence training?
- (l) What efforts have been made to ensure that perpetrators (or their accomplices) within the staffing profile are not able to access personal information of victims in order to identify their location, or other information which may assist in committing domestic violence against them, including changing or accessing records in such a way as to disadvantage them financially or legally?

Answer

I am advised:

- (a) Section 6.18 of the Public Service Industrial Relations Guide provides guidance to staff and management on appropriate strategies for supporting a staff member experiencing domestic violence. This guidance further references Section 84A of the Award (leave for matters arising from domestic violence) and Treasury Circular 14-16 Support for Employees Experiencing Domestic Violence.
- (b) Section 84A was added to the Award in 2011.
- (c) All staff members employed under the Award in a cluster agency are entitled to be absent from the workplace due to an incident of domestic violence if required. Similar clauses apply to agencies covered by their own negotiated agreements.
- (d) It is not a separate leave type.
- (e-g) In accordance with the Award, staff may utilise all available Family and Community Service Leave, Sick Leave and Carer's Leave to assist with managing domestic violence circumstances. If this leave is unavailable special leave maybe granted up to five days per calendar year.
- (h) All staff, their families and contractors have access to the Employee Assistance Program.
- (i) The Department of Premier and Cabinet is an accredited White Ribbon Workplace through White Ribbon Australia. DPC continues to provide ongoing support and

guidance to cluster agencies on best practice approaches to supporting women who are experiencing domestic violence.

(j) An e-learning module has been developed in consultation with Family and Community Services

(k) Transport Cluster agencies are working to ensure all staff are trained in line with the developed modules.

(l) Transport Cluster agencies comply with the highest levels of document and privacy management consistent with the *Privacy and Personal Information Act 1998* (NSW).

Question 406

For each department, statutory agency and/or other bodies in the Minister's portfolio please report:

(a) Date of introduction of sexual harassment and anti-bullying training and awareness programs and a copy of such documentation.

(b) Whether or not all employees and/or contractors have received such training?

(c) Is this course mandatory for all employees/ contractors?

(d) How long for each session, how many sessions?

(e) Who delivers it?

(f) Is the program tailored to take into consideration specific needs of LGBTQIA, ATSI and CALD or other at risk groups?

i. How?

(g) What percentage of staff in each agency has undertaken sexual harassment and anti-bullying training and awareness programs?

i. How many complaints have been initiated in relation to:

ii. Sexual harassment

iii. Bullying

iv. Workplace violence

Answer

I am advised:

All agencies across the Transport cluster have sexual harassment and anti-bullying training and awareness programs. In addition, there is mandatory Code of Conduct training and induction. Programs are tailored to take in to consideration at risk groups by including relevant scenarios. The content of programs is reviewed to ensure the needs of specific groups are taken into account.

Question 407

For each department, statutory agency and/or other bodies in the Minister's portfolio please report:

(a) What number and percentage of women are employed within the agency?

(b) What number and percentage of women are employed within the management levels of the agency?

(c) What number and percentage of women are employed in the top ten leadership positions of the agency?

(d) How is this data publicly reported on a regular basis?

(e) What strategies does the agency use to encourage women in to management and leadership positions?

(f) What is the gender pay gap within your agency?

(g) Does the agency report participation of women figures to Women NSW on a regular basis?

Answer

I am advised:

(a) – (d) This information is publicly available in each agency's Annual Report.

(e) All agencies uses gender balance on interview panels as well as offering flexible working arrangements to allow better management of work and home commitments. Agencies continue to promote diversity and inclusion strategies which promote a workplace free from social biases of any kind.

(f) All equivalent positions determined by an objective assessment of their work value are paid the same salary within all agencies. The relevant distribution of women in each classification of work across the sector is reported by the Public Service Commission (PSC) but is also available in the agency's Annual Report.

(g) The workforce profile data collected by the PSC is made available to Women NSW.

Question 408

For each agency in your portfolio by name, how much electricity did it consume for each of:

(a) 2014-15?

(b) 2015-16?

(c) 2016-17?

(d) 2017-18?

Question 409

What proportion of the electricity consumed by each agency in your portfolio by name for those years came from renewable sources? Please name each source of energy (coal, solar, wind, etc.) and the proportion of the total electricity used.

Question 410

How much money was spent on electricity for each agency in your portfolio by name in each of the above financial years?

Question 411

What was the name of the energy supplier to each agency in your portfolio by name for those financial years?

Question 412

How much electricity is it estimated that each agency in your portfolio will consume in:

(a) 2018-19?

(b) 2019-20?

(c) 2020-21?

(d) 2021-22?

Question 413

What proportion of that electricity is it estimated will come from renewable sources, for each year?

Question 414

For each agency in your portfolio by name, please provide the estimated proportion of energy to be used from each kind of energy (coal, gas, solar, wind etc.)?

Question 415

What is the name of the energy supplier to each agency in your portfolio for each of:

- (a) 2018-19?
- (b) 2019-20?
- (c) 2020-21?
- (d) 2021-22?

Answer

I am advised:

(408) - (415) NSW Government Agencies procure their energy supplies under whole of government Contracts 776 (small sites under 100,000 kwh per annum) and 777.

Under these contracts the following suppliers are mandated:

- 776 – Origin Energy Electricity Limited
- 777 - ERMPower Retail Pty Ltd

The NSW Government Resource Efficiency Policy was introduced in 2014 to reduce the NSW Government's operating costs and lead by example in increasing the efficiency of the resources it uses.

This policy ensures NSW Government agencies:

- meet the challenge of rising costs for energy, water, clean air and waste management
- use purchasing power to drive down the cost of resource-efficient technologies and services
- show leadership by incorporating resource efficiency in decision-making.

The Policy's energy measures, targets and standards include:

E1: Targets to undertake energy efficiency projects

E2: Minimum NABERS Energy ratings for offices and data centres

E3: Minimum standards for new electrical appliances and equipment

E4: Minimum standards for new buildings

E5: Identify and enable solar leasing opportunities

E6: Minimum fuel efficiency standards for new light vehicles

E7: Purchase 6% GreenPower

NSW Government agencies are required to report on energy use under the Government Resource Efficiency Policy. The Office of Environment and Heritage publishes progress reports on compliance with the policy.