

Question 1

When will the State government upgrade the road called Eight Mile Lane to take trucks and B Doubles heading north into Grafton, instead of forcing these trucks to continue north another 20km to Tyndale then having to double back another 29km to Grafton.

Answer

I am advised:

Eight Mile Lane is a local road under the care and control of Clarence Valley Council. Levels of access to this road are determined by Council.

RMS is currently assessing the Pacific Highway Glenugie to Tyndale post-completion operational arrangements and directional signage strategy, and has commenced consultation with the local transport industry to determine if access changes to Eight Mile Lane between the current highway and the new interchange would impact expected driver behaviour post the 2020 opening of the new Pacific Highway.

Question 2

Who will maintain this disaster prone and poorly maintained stretch of road along the Old Pacific Highway?

Answer

I am advised:

Eight Mile Lane is under the care and control of Clarence Valley Council, there is no proposal to alter this arrangement.

Question 3

How many Ellerton Drive Extension fridge magnets did RMS produce for distribution at two community information events held in Queanbeyan in the week commencing 22 July 2018?

Question 4

Are the fridge magnets being distributed elsewhere?

(a) If so, where and when?

Question 5

What was the cost of producing the fridge magnets?

Question 6

Who decided what information should be include on the fridge magnet?

Answer

I am advised:

(3) - (6) RMS proposed to produce fridge magnets that contained contact information for the community liaison team. This was in response to local resident concerns that they did not know who to contact in relation to raising concerns about the project.

500 magnets were produced and were distributed to local residents as part of the community engagement strategy.

The cost was \$350.

Question 7

Will the NSW Government make any contribution for the upgrade of Farrer Road, Wagga Wagga?

Answer

I am advised:

Farrer Road is a Local Road under the care and control of Wagga Wagga City Council. All funding, future planning and maintenance is the responsibility of the Council.

Question 8

Are there any plans to include a toll on the M12 motorway?

Answer

I am advised:

No.

Question 9

Will you continue to fund the M5 Cashback and why?

Question 10

What was the total cost of the M5 Cashback in 2017-18?

Question 11

What is the estimated total cost of the M5 Cashback over the next ten years?

Answer

I am advised:

(9) – (11) The NSW Government continues to fund the previous NSW Labor Government's M5 cashback policy. Funding of the M5 Cashback is publically available.

Question 12

What is the purpose of the State Works Contribution by RMS for WestConnex?

Answer

I am advised:

This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.

Question 13

What is the NSW Government contribution to the Nowra Bridge across the Shoalhaven River?

Answer

I am advised:
\$156.6 million.

Question 14

What is the estimated cost of the project?

Answer

I am advised:
\$310 million.

Question 15

Is this cost reflected in the NSW Budget?

Answer

I am advised:

Yes.

Question 16

What is the start date?

Answer

I am advised:

2021, subject to environmental approvals and procurement.

Question 17

What is the estimated completion date?

Answer

I am advised:

2025

Question 18

Why has funding not been allocated from the Commonwealth Government?

Answer

I am advised:

Funding has been allocated from the Commonwealth Government.

Question 19

With the doubling of port freight demand in NSW by 2040 - how much funding is being directed to reducing heavy vehicles off already congested areas around Port Botany?

Answer

I am advised:

The Sydney Gateway program will improve road and freight rail transport to and from Sydney Airport and Port Botany, reducing congestion and making journeys to these key logistics centres easier, safer and faster.

Sydney Gateway will provide critical road connections from St Peters Interchange to Sydney Airport domestic and international terminals and towards Port Botany.

This will help increase the proportion of freight transported by rail, reduce the number of trucks that would otherwise be on local roads and will provide more efficient links between Port Botany and freight intermodal terminals.

The recently announced Freight and Ports plan highlights the Government's priority initiatives to handle the increase in the freight task across NSW.

To improve the Airport precinct traffic flow, the NSW and Australian governments are investing \$500 million to improve traffic flow in and around the precinct:

- Airport West was open to traffic in July 2017. Marsh Street, Arncliffe was widened to three lanes westbound to relieve congestion and improve traffic flow.
- Airport East: Work is progressing well and includes replacing General Holmes Drive rail level crossing with a road underpass linking General Holmes Drive, Botany Road and Wentworth Avenue, and widening Joyce Drive.

The NSW Government has allocated \$47 million in 2018/19 for completion of the project which is due to be opened by the second quarter of 2019.

Further to the works carried out by the NSW Government, the Federal Government has also committed funding for the Port Botany Rail line duplication as part of its recently announced \$400 million commitment to Port Botany Rail Duplication and Cabramatta loop.

Question 20

Given the growing congestion problems in Sydney and, the freight task for NSW is set to double by 2040 why isn't Newcastle considered a sensible option given that this comes at no cost to the taxpayers through significant private investment?

Answer

I am advised:

The NSW Government outlined our key initiatives in dealing with the predicted increases in freight volumes in NSW in the recently released Freight and Ports Plan. This Plan outlines the importance of all the Ports to the NSW economy, and supports the Port of Newcastle in exploring diversification opportunities.

Question 21

Newcastle has existing land and channel capacity, it has existing road and freight dedicated rail connectivity, it has a market which demands efficient access to global markets and has a viable proponent ready to build a container port at no cost to the NSW taxpayers. It would seem obvious that Newcastle is a sensible cost effective option to alleviate congestion through development of a diversified northern freight strategy along with Port Kembla in the South.

Answer

I am advised:

The NSW Government outlined our key initiatives in dealing with the predicted increases in freight volumes in NSW in the recently released Freight and Ports Plan. This Plan outlines the importance of all the Ports to the NSW economy, and supports the Port of Newcastle in exploring diversification opportunities.

Question 22

What is the anticipated cost for accounting for doubling of heavy vehicles on Sydney's roads?

Answer

I am advised:

The NSW Government recently announced its Freight and Ports Plan, which outlined key initiatives that will be delivered to accommodate the increasing freight volumes across the State as the economy continues to grow.

Key features of this plan include increasing the rail modal share, the use of more productive vehicle, and working with industry to improve the efficiency of urban freight deliveries. Initiatives such as these, will enable us to fully realise the existing capacity on current freight networks.

Question 23

With regards to infrastructure and transport planning, 87 per cent of NSW containers are initially transported to the greater Sydney area for unpacking, After unpacking 67 per cent of containerised imports stay in Sydney while 27 per cent are then transported to the 'natural' catchment area of the Port of Newcastle. Has the department undertaken any modelling around what a 27 per cent reduction in freight movement through Sydney would mean for congestion reduction?

Answer

I am advised:

That no modelling of this nature has been done, given the premise of the question is incorrect.

Question 24

Can you advise how much the department is spending annually on processing heavy vehicle permits?

Answer

I am advised:

The cost of processing individual applications is \$73 and is paid by the applicant.

Question 25

Can you advise what the most frequently used heavy vehicle freight routes are?

Answer

I am advised:

Information regarding freight data has recently been released online as part of the Freight and Ports Plan. Strategic Freight Forecasts which outline the origin and destination of our major commodities are found at:

<https://www.transport.nsw.gov.au/data-and-research/freight-data/strategic-freight-forecasts>

Question 26

Does this account for the current state infrastructure spend on freight infrastructure and planning?

Answer

I am advised:

The NSW Government recently announced its Freight and Ports Plan, which outlined key initiatives that will be delivered to accommodate the increasing freight volumes across the State as the economy continues to grow.

Key features of this plan include increasing the rail modal share, the use of more productive vehicle, and working with industry to improve the efficiency of urban freight deliveries. Initiatives such as these, will enable us to fully realise the existing capacity on current freight networks.

Question 27

What anticipated reduction in heavy vehicle movements in congested areas can we expect to see from this level of investment?

(a) And when?

Answer

I am advised:

The NSW Government released its Heavy Vehicle Access Policy Framework (HVAPF) that identifies key freight routes and various types of Higher Productivity Vehicles that should be permitted to operate on them.

This will enable better congestion management of freight traffic with the potential to take 20,000 trucks off the road by 2036.

Question 28

Can you advise what funding has been provided for the Cruise Terminal for the Hunter Region? (\$12.7 m)

Question 29

What funding was originally requested by the Port of Newcastle to develop this project to facilitate regional tourism? (\$22 m)

Question 30

How much funding did the Bega Valley Shire Council initially request? (unknown)

Question 31

How much funding was subsequently provided by the Government for the Eden Wharf upgrade in the Minister's electorate? (\$32 million)

Question 32

Has sufficient funding been provided to deliver an appropriately similar facility in the Hunter given the government's \$32 million grant in the Minister's electorate for upgrading the Eden Wharf?

Question 33

The original request for funding for the Newcastle Cruise Terminal was in the order of \$22 m with a grant being provided for \$12.7 million – which will not even allow for air conditioning in the building?

Answer

I am advised:

(28) - (33) The NSW Cruise Development Plan will ensure that NSW remains a world-class cruise destination, with actions to support the industry both in Sydney and in regional NSW.

The regional ports of Newcastle, Eden and more recently Port Kembla are increasingly being added to cruise itineraries and this will continue to grow into the future.

We have invested more than \$40 million developing the ports of Newcastle and Eden but plan to do more, including:

- investigating suitable infrastructure to support calls at existing and emerging regional ports
- Supporting a consistently high standard of customer experience at NSW cruise ports through boosting local volunteer ambassador programs
- Building industry capacity to cater for cruise calls through education and training programs
- Identifying ways to increase the intake of NSW local produce
- Targeted marketing and destination management.

Question 34

What plans does the government have to reduce congestion on our roads?

Answer

I am advised:

Since 2011, this government has added more than 31,000 weekly train, bus and ferry services. The Intercity rail fleet is being replaced, while the suburban network will soon have 24 new air-conditioned trains. The Northern Beaches B-Line is served by 38 new double-deck buses and fleet upgrades have occurred on many other routes. Barangaroo Ferry Wharf has opened and the number of Parramatta River services have increased.

A new transport hub is operating in Newcastle to better integrate and expand the network in the city. Ferry and bus services are being overhauled and light rail is being introduced.

Across the Transport cluster, we've reached significant milestones on gamechanging public transport and road projects such as Northwest Metro, CBD and South East Light Rail, WestConnex and NorthConnex, completed major works on the Pacific Highway, Princes Highway, New England Highway and the Central Coast road network, and upgraded the NSW freight network.

To support Sydney's growing population, the Easing Sydney's Congestion Program Office is delivering significant improvements to reduce Sydney's Congestion. Key initiatives include the delivery of accelerated Pinch Point and Clearways Programs, the M4 Smart Motorway, the Parramatta Congestion Improvement Program, and Gateway to the South. The NSW Government has committed \$825 million to fixing pinch points across Sydney and also committed \$121 million to delivering the clearways program to get traffic moving on Sydney's main roads.

Question 35

Has a master strategic plan been designed for Canterbury Road to ease congestion, and improve this major road in the Canterbury Electorate, in light of the increasing housing development along the corridor?

Answer

I am advised:

Roads and Maritime have undertaken a Road Network Plan for Canterbury Road to understand the customer needs for all road users. The NSW Government is currently delivering major infrastructure that will positively influence the traffic environment on Canterbury Road, including the Sydney Metro South West and WestConnex projects. The increased capacity of the M5 will reduce the need for regional traffic on Canterbury Road. The Sydney Metro South West and supporting bus network improvements will reduce reliance on car travel for growth along the corridor.

Question 36

Have the many communities along this thoroughfare been consulted?

Question 37

What timeline has been determined as adequate to meet community requirements, and how much funding is being proposed to ensure this project meets community expectations?

Answer

I am advised:

(36) - (37) Future Transport 2056 is a suite of strategies and plans for transport, developed simultaneously with the Greater Sydney Commission's Sydney Region Plan, Infrastructure NSW's State Infrastructure Strategy, and the Department of Planning and Environment's regional plans, to provide an integrated vision for the state.

The Future Transport Strategy sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans. More information is available on the Future Transport 2056 website.

Question 38

Has RMS completed any traffic studies along the route of the CBD light rail?

(a) If so, when will these studies be released?

(b) If not, why not?

Question 42

Are there any intersection designs that have not yet been approved by RMS?

(a) If so, how many?

Answer

I am advised:

(38) and (42) Traffic movements change over time, making it necessary to undertake detailed traffic modelling closer to light rail operations beginning to ensure the latest network demands are considered. This is standard practice for transport projects.

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

Traffic signalling detailed designs are being finalised in consultation with RMS, and are expected to be completed soon, meaning end-state traffic modelling can be undertaken, including further headway, journey time and speed zone analysis.

Question 39

How many intersections does the CBD light rail route pass through?

Answer

I am advised:

The Light Rail route passes through 35 signalised intersections.

Question 40

Once the CBD Light Rail is operational, which agency will be responsible for the management of these intersections?

Answer

I am advised:

RMS is responsible for traffic signals.

Question 41

Does the RMS approve the designs of intersections with the Sydney Light Rail?

Answer

I am advised:

Yes.

Question 43

How will traffic on King, Market, Park and Druitt streets be impacted by the light rail project?

Answer

I am advised:

A range of capacity improvement works were implemented across the CBD before the CSELR construction commenced in order to ensure efficient operations of the CBD network, with a focus on east-west corridors such as King, Market, Park and Druitt Streets. When light rail commences operation, the traffic signal phasing will be focused on balancing the needs for all road users, including light rail, buses, vehicles, cyclists and pedestrians.

Question 44

Currently, how many minutes an hour can traffic cross George Street at each of King, Market, Park and Druiitt Streets?

Question 45

Upon completion of the CBD light rail project, how many minutes an hour will traffic be able to cross each of George Street at King, Market, Park and Druiitt Streets?

Answer

I am advised:

(44) - (45) This will vary. The SCATS traffic control system is used in Sydney CBD to optimise traffic flow, including east-west traffic movements. The system is adaptive and allows the real time management of the network signals in line with intersection demand, time of day, network coordination and the size and complexity of intersections.

Question 46

Currently, how many vehicles travel along each of King, Market, Park and Druitt Streets each day?

Answer

I am advised:

On average, 15,900 vehicles travel along King, Market, Park and Druitt Streets each day.

Due to proactive travel demand management strategies since 2015, there has been an average 12% reduction in traffic heading into the CBD each weekday morning peak. Across the average weekday, the number of vehicles entering the city centre dropped by an average of 6.5% daily, compared to 2015. We've also seen an increase in public transport use of 11.4%.

This shift to vehicle use in off peak periods and to public transport, has reduced congestion in the Sydney City Centre and freed up space for public transport, pedestrians and cyclists.

Question 47

Currently, how many vehicles use each of King, Market, Park and Drum Streets in peak hour? Please define peak hour being used?

Answer

I am advised:

On average, 940 vehicles travel along King, Market, Park and Druitt Streets during the peak hour (8-9am).

Due to proactive travel demand management strategies since 2015, there has been an average 12% reduction in traffic heading into the CBD each weekday morning peak. Across the average weekday, the number of vehicles entering the city centre dropped by an average of 6.5% daily, compared to 2015. We've also seen an increase in public transport use of 11.4%.

This shift to vehicle use in off peak periods and to public transport, has reduced congestion in the Sydney City Centre and freed up space for public transport, pedestrians and cyclists.

Question 48

How many minutes an hour will South Dowling Street be closed to facilitate the crossings of the light rail?

Answer

I am advised:

This will vary. The SCATS traffic control system is used in Sydney CBD to optimise traffic flow, including east-west traffic movements. The system is adaptive and allows the real time management of the network signals in line with intersection demand, time of day, network coordination and the size and complexity of intersections.

Question 49

Regarding the upgrade to Nelson Bay Road announced in 2015:

(a) How much was spent on this project in:

- i. 2015-16
- ii. 2016-17
- iii. 2017-18

(b) How much is forecast to be spent on this project in:

- i. 2018-19
- ii. 2019-20
- iii. 2020-21

(c) When was a decision made to originally schedule this work from 2021 onwards?

(d) Who authorised the original schedule for this work to be completed from 2021 onwards?

(e) Was Cabinet's Expenditure Review Committee notified of the schedule for these works?

(f) When was a decision made to bring forward the schedule for these works?

(g) Who authorised the revised schedule for these works?

(h) What is the forecast completion date for this project?

Answer

I am advised:

(a) i. 2015-16 - \$226,000

ii. 2016-17 - \$160,000

iii. 2017-18 - \$326,000

(b) i. 2018-19 - \$8.3m

ii. 2019-20 - \$12.2m

iii. 2020-21 - \$19m

(c, d & e) The 2015-16 Budget allocated funds for the development of a business case. The Berejiklian Government is delivering the Nelson Bay Road. A project of this scale requires significant planning and assurances to be undertaken to develop a business case which achieves the best result for taxpayers.

(f, g & h) The 2018-19 Budget fully allocated \$70m for the Nelson Bay Road project. The allocation will be spent over the next four years.

Question 50

Has any planning work been undertaken for the duplication of Nelson Bay Road between Medowie Road and Richardson Road?

(a) If so, what is the forecast cost of these works?

Question 51

Has any planning work been undertaken for the duplication of Nelson Bay Road between Lemon Tree Passage Road and Marsh Road?

(a) If so, what is the forecast cost of these works?

Answer

I am advised:

(50) - (51) RMS has commenced planning for the duplication of Nelson Bay Road. The cost of the works will be finalised when the project is procured.

Question 52

Regarding the Twelve Mile Creek Heavy Vehicle Safety Stations,
(a) on how many days was this station closed in

- i. 2015-16
- ii. 2016-17
- iii. 2017-18

(b) How many vehicles were checked at this station in

- i. 2015-16
- ii. 2016-17
- iii. 2017-18

Answer

I am advised:

12 Mile Creek is an automated heavy vehicle safety station (HVSS). At automated HVSS, screening lanes are operational 24 hours a day, seven days a week.

Information on HVSS is available at <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/safety-compliance/inspections-checks/heavy-vehicle-safety-stations.html>

Question 53

Regarding the YM Efficiency container spill off the coast of Hawks Nest:

- (a) What un-recovered costs has RMS incurred in responding to this incident?
- (b) What costs has the ship's insurer incurred to date?
- (c) How many claims for damage by local commercial fishers have been lodged with the ship's insurer?

Answer

I am advised:

- (a) The cost of the response is yet to be finalised or submitted for reimbursement from the insurer as this is ongoing. RMS anticipates full recovery of costs against a Letter of Undertaking received before the vessel departed Port Botany where RMS detained it for that purpose.
- (b) This is not known as the cost are varied and relate to several parties, including the Insurer contacting labour directly via a commercial contract to assist in the response.
- (c) It is not known how many claims have been lodged. Any detail would remain confidential as it would contain individual financial details, fishing history, etc.

Question 54

What action will the Minister take to readdress the Newcastle port rort?

Answer

I am advised:

The premise of your question is incorrect.

Question 55

Does the Minister hold free market values?

- (a) If so, why will you not remove the cap on container at the Port of Newcastle?
- (b) If the market decides to develop a container terminal at the Port of Newcastle, will the Minister remove the cap on containers?

Answer

I am advised:

Yes.

The Port of Newcastle came to a leasing agreement with the NSW Government in 2013. The Port operators are bound by the terms of the lease they entered in to.

Question 56

The chief executive of stevedoring company DP World, Paul Scurrah has said a Newcastle container terminal would be an “attractive opportunity” without the compensation the Port of Newcastle would have to pay Port Botany to set up in competition, does the Minister agree with this statement?

(a) Does the Minister agree that the port commitment deed was a key factor in DP World ending its negotiations with the Port of Newcastle in July 2018?

(b) If so, will you remove the cap on container at the Port of Newcastle?

Question 57

I refer to the Minister’s comments in Budget Estimates “We have the market deciding where those containers are going”, does the Minister agree the cap on containers at the Port of Newcastle also influences what port containers are shipped through?

Answer

I am advised:

(56) - (57) Recent media reports indicate negotiations between Port of Newcastle and stevedore DP World to build a new container terminal at Newcastle have broken down due to the uneconomic nature of the proposal (even without considering Port of Newcastle’s contractual arrangements with the State). DP World has indicated that Newcastle is too close to Sydney to justify the expense of a second stop by ships.¹

¹Article 16 Aug 2018: **Newcastle Herald: Port of Newcastle and DP World no longer talking over containers**

<https://www.theherald.com.au/story/5588299/breakdown-of-container-negotiations/>

Question 58

I refer to the Minister's comments in Budget Estimates "There is nothing stopping the Port of Newcastle doing extra containers", has the Minister read the Port Commitment Deed?

(a) Is the Minister aware of the anti-competitive cap on container at the Port of Newcastle?

Question 59

Does the port commitment deed restrict the number of containers that can pass through the Port of Newcastle?

(a) If so, does the Minister agree that this is anti-competitive?

Answer

I am advised:

(58) - (59) The arrangements of the Port Commitment deed entered into by the Port of Newcastle do not prohibit the development of a container terminal at the Port of Newcastle. The decision to operate a container facility at the Port of Newcastle would be a commercial one based on market considerations.

Question 60

Has the Minister, any of her staff or her department been interviewed by the ACCC as part of their investigation into the ports transaction?

Answer

I am advised:

There have not been any meetings between the Minister, staff, Transport for NSW and the ACCC as part of the current investigation.

Question 61

On which date did the Government inform the Australian Competition and Consumer Commission of its formal decision to invite Newcastle Stevedores Consortium to develop a container terminal at the Port of Newcastle subject to Newcastle Stevedores Consortium making the Government whole for any cost the Government incurred to NSW Ports in respect of this development?

Question 62

Was a decision made in 2012 to require any future operator of a container terminal at the Port of Newcastle to make the government whole for any cost the government incurred from paying the operator of Port Botany in respect of future container capacity development at the Port of Newcastle?

Question 63

Was Newcastle Stevedores Consortium required in 2013 to make the Government whole for any cost the Government incurred from paying NSW Ports in respect of future container capacity development at the Port of Newcastle?

Question 64

Was a decision made in 2013 to require any future lessee of the Port of Newcastle to make the Government whole for any cost the Government incurred from paying NSW Ports in respect of future container capacity development at the Port of Newcastle?

Question 65

Was the lessee of the Port of Newcastle required in 2014 to make the Government whole for any cost the Government incurred from paying NSW Ports in respect of future container capacity development at the Port of Newcastle?

Question 66

Did the Government inform the Australian Competition and Consumer Commission in 2012 that the Government decided not to develop a container terminal at the Port of Newcastle?

Answer

I am advised:

(61) - (66) This is a matter for the Treasurer and the Minister for Industrial Relations.

Background

Question 61 answer by the Treasurer LA 5670

62 - 66 answered by the Treasurer LA 5764

Question 67

Why does the Government charge a fee for containers shipped through the Port of Newcastle?

Question 68

Does the Minister consider that this fee is anti-competitive?

Question 69

Will the Minister abolish the anti-competitive fee on containers shipped through the port of Newcastle and allow a container terminal to be built in Newcastle?

Answer

I am advised:

(67) - (69) The government has not charged any additional fee for containers that have been moved through the Port of Newcastle.

Question 70

Does the Minister support the development of a container terminal at the Port of Newcastle, which would drive growth, provide local jobs and provide a boost to business in the Hunter and Northern New South Wales?

Answer

I am advised:

Any decision to build a container terminal at Newcastle is a matter for the operator of the Port of Newcastle.

The NSW Government recognises the interest of the Port of Newcastle in diversifying and expanding the port's trade base. The NSW Freight and Ports Plan supports the diversification of the Port of Newcastle into other commodities.

Question 71

Is the Minister aware of the Australian Competition and Consumer Commission (ACCC) investigation into the Government's anti-competitive cap on container movements at the Port of Newcastle?

Answer

I am aware of the Australian Competition and Consumer Commission investigation.

Question 72

What is the purpose of the fine charged to the Port of Newcastle for every container shipped over a certain limit?

Question 73

Will the Minister immediately remove this anti-competitive government restriction and allow the development of a container terminal at the Port of Newcastle?

Answer

I am advised:

(72) - (73) I refer you to my previous responses.

Question 74

Is the Minister aware of the Australian Competition and Consumer Commission (ACCC) investigation into the Government's anti-competitive cap on container movements at the Port of Newcastle?

Answer

I am advised:

I refer you to my response to supplementary question 71.

Question 75

What is the purpose of the fine charged to the Port of Newcastle for every container shipped over a certain limit?

(a) Will the Minister immediately remove this anti-competitive government restriction and allow the development of a container terminal at the Port of Newcastle?

Answer

I am advised:

I refer you to my response to supplementary question 72 to 73.

Question 76

Why does the Port of Newcastle have to pay the NSW Government/Port Botany \$150 fee per container shipped over a 30,000 cap?

Answer

I am advised:

The government has not charged any additional fee for containers that have been moved through the Port of Newcastle.

Question 77

Is the Minister aware that the \$150 fee per container is a barrier to the free market developing a container terminal at Newcastle?

Answer

I am advised:

The arrangements of the Port Commitment deed entered into by the Port of Newcastle do not prohibit the development of a container terminal at the Port of Newcastle. The decision to operate a container facility at the Port of Newcastle would be a commercial one based on market considerations.

Question 78

Why is the Government intervening in the free market to prevent the development of a container terminal in Newcastle?

Answer

I am advised:

The Port of Newcastle came to a leasing agreement with the NSW Government in 2013. The Port operators are bound by the terms of the lease they entered in to.

Question 79

What action would the Minister take if the port of Newcastle imported more than 30,000 containers through the port in one year?

Question 80

How would the Government enforce the \$150 fine per container over the 30,000 container cap?

Answer

I am advised:

(79) - (80) This is a matter for the Treasurer and the Minister for Industrial Relations.

Question 81

Is the NSW Government required to pay compensation to Port Botany if the Port of Newcastle imports more than 30,000 containers per year?

Answer

I am advised:

The transaction arrangements enable the growth of container volumes through Newcastle that service that region and do not prohibit the development of a container terminal at the Port of Newcastle.

Question 82

Is the Minister opposed the Port of Newcastle developing a container terminal?

Answer

No.

The arrangements of the Port Commitment deed entered into by the Port of Newcastle do not prohibit the development of a container terminal at the Port of Newcastle. The decision to operate a container facility at the Port of Newcastle would be a commercial one based on market considerations.

Question 83

Does the Minister think the \$150 fine per container would be disincentive for a container terminal operator?

Answer

I am advised:

The arrangements of the Port Commitment deed entered into by the Port of Newcastle do not prohibit the development of a container terminal at the Port of Newcastle. The decision to operate a container facility at the Port of Newcastle would be a commercial one based on market considerations.

Question 84

Why does the Minister believe it is acceptable for the Government to intervene in the market and fine a business for competing with another business?

Answer

I am advised:

The Port of Newcastle came to a leasing agreement with the NSW Government in 2013. The Port operators are bound by the terms of the lease they entered in to.

Question 85

Will the Minister release the Inner Newcastle Traffic Study?

Answer

I am advised:

This study is traffic study only. It is used as supporting evidence in the context of the Transport Cluster's broader multi-modal transport planning approach. It is used as a reference document in the Greater Newcastle Future Transport Plan and should be read in the context of this Plan.

Question 86

What improvements can be made at the Adamstown level crossing to improve traffic flows?

Question 87

What specific documents have found that upgrades to key intersections around the Adamstown Station level crossing would be a greater improvement to road users than upgrading the crossing itself?

(a) Can the Minister supply a copy of these documents?

Question 88

Are there any plans to upgrade key intersections around the Adamstown level crossing?

(a) If so, what are they?

Answer

I am advised:

(86) - (88) I refer you to my previous response, LA 9182.

Question 89

On average how many hours a day is the Adamstown level crossing closed?

Answer

I am advised:

Level crossing closure times vary according to train type, direction of travel, and whether or not the train is stopping at the station. The longest closure time is up to 7 minutes for northbound freight trains.

Question 90

Will the Minister consider a short term lease of RMS land located at City Road, Merewether between Alice Street and Railway Street for a community organisation?
(a) If so, what is the process for a community organisation to apply for a lease?

Answer

I am advised:

Roads and Maritime Services owns various parcels of land along City Road at Merewether, acquired for the purposes of road projects.

Roads and Maritime's regional office considers applications for lease of its assets on the merits of the application, considering the purposes of the lease, the neighbourhood, and the zonings of the land.

Question 91

Will the Minister consider installing traffic signals at Palm Lakes Resort on Nelson Bay Road, Fern Bay?

Answer

I am advised:

Safety on roads is a key priority for the NSW Government. Roads and Maritime Services considers sites for installation of traffic lights on a state-wide priority basis. Sites are prioritised based on criteria, including crash history, feasibility, cost of installation and road geometry.

Question 92

What extensive consultation with the community and other key stakeholders referred to in LA QON 3761 for the Lower Hunter Freight Corridor commenced?

Question 93

Has route investigation for the Lower Hunter Freight Corridor commenced?

Question 94

Has identifying and securing potential environmental offset lands for the Lower Hunter Freight Corridor commenced?

Question 95

What is the expected total cost of the Lower Hunter Freight Corridor rail line?

Question 96

When will the technical investigations for the Lower Hunter Freight Corridor rail line be complete?

Question 97

To date, how much has been spent on the Lower Hunter Freight Corridor?

Question 98

When is the Lower Hunter Freight Corridor expected to be completed?

Answer

I am advised:

(92) - (98) As part of the confirmation of a suitable corridor, Transport for NSW has updated previous investigations by government into the Lower Hunter Freight Corridor and reviewed current information on land use constraints such as flooding, ecology and existing infrastructure.

Securing a preferred corridor option will include extensive consultation with the community and other key stakeholders.

Protection of the corridor is anticipated for 2019.

Transport for NSW is also working with RMS to ensure that the Lower Hunter Freight Corridor and the proposed M1 Motorway Extension to Raymond Terrace will be compatible.

Question 99

What is the RMS doing to improve the functionality of the Carrington Boat ramp?

Question 100

Does the RMS have any plans to upgrade the Carrington boat ramp?

Answer

I am advised:

(99) - (100) Newcastle City Council has a holdover lease for the Carrington Boat Ramp and is responsible for the ramp. Under Round 1 of Boating Now program RMS funded a concept design study to investigate improvements to the boat ramp facility, including the design of a floating pontoon at site. The study was completed in early 2017 with Newcastle City Council as major stakeholder and final recipient of the design report and drawings. RMS called for grant applications under Round 2 of the Boating Now program later in 2017, but no application was received from Newcastle City Council for the Carrington Boat Ramp, and RMS has not been advised by Council of any places to upgrade the facility.

Question 101

How many shipping containers have been recovered off the coast of Newcastle?

Question 102

How many shipping containers have not been recovered?

Answer

I am advised:

(101) - (102) Two containers have been recovered in NSW State waters, which were located around Port Stephens and Final Head.

81 containers were lost off the YM Efficiency.

To date the hydrographic survey being coordinated by the Australian Maritime Safety Authority has located 37 containers in Commonwealth waters. None of these have been recovered.

Question 103

Minister, where is Bucketts Way funding up to?

Answer

I am advised:

The State Government announced a \$8.396 million contribution to the Bucketts Way Route Access Strategy project in 2017 through the Fixing Country Roads program. MidCoast Council has also been successful in securing \$5 million from the Federal Government under the Heavy Vehicle Safety and Productivity Program on 31 August 2018.

Question 104

In May 2017 you said “The significant upgrades along Bucketts Way, expected to be completed by 2019, will help regional communities deliver better connections to nearby roads and highways, allowing goods to be transported faster and more efficiently.”

- (a) When will these upgrades commence?
- (b) When will they be completed?
- (c) Can you understand the frustration when you go up there and make an announcement that seems like a done deal, yet there is the fine print?

Answer

I am advised:

The release of the funding through INSW is contingent upon Council obtaining full project funding.

Question 105

How many containers originating from and destined for the Hunter region are currently being transported along the M1 to and from Port Botany?

Answer

I am advised:

Using 2016 figures, there were an estimated 200 daily container trips between Port Botany and the Hunter region on the M1.

Question 106

How much would a truck carrying a container from a business located in Macksville pay today in tolls to import/export through Port Botany?

Question 107

How much would a truck carrying a container from a business located in Macksville pay in tolls to import/export through Port Botany once the Northconnex and Westconnex are completed?

Answer

I am advised:

(106) - (107) Vehicle fees are dependent on the route taken.

Vehicle tolls are available on the RMS and project websites.

Question 108

How much would a truck carrying a container from a business located in Macksville pay in tolls to import/export through the Port of Newcastle if this port were to develop a container terminal?

Answer

I am advised:

There are currently no road tolls on any routes between Macksville and Port of Newcastle.

Question 109

How many trucks travelling to and from Port Botany each day? What will this figure be in the future – say 2030 – or a date that has been previously modelled?

(a) How much is to be spent to accommodate this increase?

(b) Would the establishment of a container terminal in Newcastle mean that some of this expenditure could be avoided or deferred?

Answer

I am advised:

As freight movements expect to double in metropolitan Sydney, daily container trips to/from Port Botany are expected as follows 2021: 6,211 2026: 6,566 2031: 7,239

Question 110

Has the project deed that the RMS entered into for the M4-M5 Link (3A & 3B) of Westconnex been published?

- (a) If yes, what is the URL where it is can be read?
- (b) If no, why has it not been published and when will it be published?

Question 111

How many properties have been acquired by RMS to facilitate the completion of the Westconnex?

Question 112

What is the total value of the properties acquired by RMS to facilitate the completion of the Westconnex?

Question 113

Under the Project Deed for the M4-M5 Link, to avoid the payment of compensation by RMS to the Sydney Motorway Corporation or Westconnex, on what date must the Rozelle interchange be completed?

Question 114

How much compensation will NSW taxpayers have to pay if the completion of the Rozelle interchange is:

- (a) One day late?
- (b) One month late?
- (c) One year late?

Answer

I am advised:

(110) to (114) This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.

Question 115

Will any land or parkland owned by the City of Sydney Council be required for the widening of The Crescent/Ross Street Annandale?

Answer

I am advised:

The current proposed Reference Design will not require any land or parkland owned by City of Sydney Council for the widening of The Crescent/Ross Street Annandale.

Question 116

What was the Roads and Maritime Services maintenance budget for 2017-18 in the following regions:

- (a) New England
- (b) Northern Tablelands
- (c) The Coffs Coast
- (d) Western NSW
- (e) Far West NSW

Question 117

What was the Roads and Maritime Services maintenance budget for 2016-17 in the following regions:

- (a) New England
- (b) Northern Tablelands
- (c) The Coffs Coast
- (d) Western NSW
- (e) Far West NSW

Answer

I am advised:

(116) - (117) Roads and Maritime Services has several regional divisions that cover the areas listed. Maintenance budgets for the regional divisions that cover the areas specified in 2016/17 and 2017/18 Financial Years (respectively) are as follows.

- Northern –
 - 2017 - \$185.6
 - 2018 - \$219.5
- South West –
 - 2017 - \$181.8
 - 2018 - \$208.7
- Western –
 - 2017 - \$247.5
 - 2018 - \$264.9

Question 118

How many staff employed by Roads and Maritime Services in 2017-18 were located in the following regions:

- (a) New England
- (b) Northern Tablelands
- (c) The Coffs Coast
- (d) Western NSW
- (e) Far West NSW

Answer

I am advised:

Roads and Maritime Services has several regional divisions. Regional divisions that cover the areas listed as at 30 June 2018 are below:

RMS Regions	Employees
Northern	741
South West	425
Western	458

Question 119

How many staff employed by Roads and Maritime Services in 2016-17 were located in the following regions:

- (a) New England
- (b) Northern Tablelands
- (c) The Coffs Coast
- (d) Western NSW
- (e) Far West NSW

Answer

I am advised:

Roads and Maritime Services has several regional divisions. Regional divisions that cover the areas listed as at 30 June 2017 are below:

Region	Employee
Northern	757
South West	443
Western	454

Question 120

What is an M2 promissory note?

Question 121

How are M2 promissory notes bought or sold?

Answer

I am advised:

(120) - (121) An M2 promissory note is a legal instrument issued by the M2 Concessionaire, for an unconditional promise, requiring it to pay the State a certain amount of money.

The note is only redeemable by the State at the earlier Equity Return Date and the end of the Term (June 2048).

In general terms, the M2 Promissory Notes serve as a Profit Sharing Mechanism.

Question 122

In relation to RMS road projects in NSW which were carried out in 2017-18, what is the average cost per kilometre of highway construction?

(a) Does this include costs/allowances for acquisitions?

(b) Does this include costs/allowances for finalisation?

Answer

I am advised:

A per kilometre cost to construct highways in NSW cannot be reliably identified due to the significant variation of a range factors, such as:

- Green field land vs brown field land
- Already Govt owned or already identified as a corridor on planning maps
- Acquisition
- Topography/hydrology/heritage and environmental considerations
- Earthworks required
- Remedying any contaminated land
- Utilities
- Planning consent conditions
- Number of lanes, intersections, width and pavement type
- Weather
- Market rates of contractors

Question 123

Regarding pollution ventilation stacks:

- (a) What is the estimated cost for design and construction of filtered stacks for the WestConnex?
- (b) What is the estimated cost for the operation and maintenance of filtered stacks for the WestConnex?
- (c) What is the estimated cost for design and construction of filtered stacks for the NorthConnex?
- (d) What is the estimated cost for the operation and maintenance of filtered stacks for the NorthConnex?

Answer

I am advised:

- (a) - (b) This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.
- (c) - (d) This is a matter for the Minister for Transport and Infrastructure.

Question 124

Which parts of the Crescent/Ross Street (identified by RMS for capacity improvement in strategy documents) will be widened near Johnston Street, Annandale to accommodate the M4-M5 and proposed Western Harbour Tunnel?

Answer

I am advised:

I refer you to my response to supplementary question 115.

Question 125

What changes to the publicly released M4-M5 design at the Rozelle interchange have been determined, since geotechnical and underground utilities explorations have been completed at Rozelle?

Answer

I am advised:

This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.

Question 126

Which existing roads will require widening as a result of WestConnex (a) Stage 3a, and (b) Stage 3b?

Answer

I am advised:

This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.

Question 127

When is work expected to commence on producing a (a) Strategic Business Case, (b) Final Business Case, (c) environmental impact statement, and (d) early works procurement for the following projects:

- (a) NorthConnex
- (b) Western Harbour Tunnel
- (c) F6
- (d) No

Answer

I am advised:

(a) This is a matter for the Minister for Transport and Infrastructure.

(b) and (d) The project has and will undergo all necessary Infrastructure NSW reviews as required for a project of this scale and as relevant to the stage of project development. A copy of the Final Business Case will be published on the INSW website. Early works on the projects are expected to start later this year.

(c) A summary of the F6 Extension Stage 1 Final Business Case is available on the INSW website.

On 12 June 2018, Roads and Maritime Services released key project design information for consultation. Following this round of community consultation, an EIS will be completed and exhibited in 2019 . Procurement will commence in 2019.

Question 128

What is the estimated opening date of the Sydney Gateway?

Answer

I am advised:

Subject to planning approvals the road components of Sydney Gateway are targeted to be completed at the end of 2023.

Question 129

What is the expected air quality impact in Seaforth, North Balgowlah and Balgowlah from the proposed Northern Beaches Tunnel?

Question 130

Regarding the parts per million of carbon monoxide on the Beaches Link tunnels:

- (a) What is the expected average level of carbon monoxide?
- (b) What is the expected peak level of carbon monoxide?
- (c) Which section of the tunnel will have the highest number of parts per million of carbon monoxide?
 - i. How many parts per million?
 - ii. Which section of the tunnel?

Answer

I am advised:

(129) - (130) The Secretary's Environmental Assessment Requirements (SEARs) require that the Beaches Link tunnels are designed, constructed and operated in a manner that minimises air quality impacts.

In accordance with the SEARs, air quality impacts and potential concentration of carbon monoxide due to the Project will be assessed as part of a future Environmental Impact Statement.

The Beaches Link tunnel is proposed to be longitudinally ventilated, therefore the highest concentrations of emissions within the tunnel are expected to occur close to the ventilation exhaust points, located near to exit portals.

Question 131

How many lanes will the Wakehurst Parkway be at the tunnel portal to the Northern Beaches Tunnel?

Answer

I am advised:

The reference design announced on 26 July 2018 for the Beaches Link widens the Wakehurst Parkway to two lanes in each direction between the tunnel portal at Wakehurst Parkway and Warringah Road.

Question 132

Which existing roads will require widening as a result of the proposed Northern Beaches Tunnel?

Answer

I am advised:

The current proposed Reference Design for Beaches Link includes widening on the following roads:

- Gore Hill Freeway, between the north shore rail line and Pacific Highway
- Reserve Road, between Dickson Avenue and Gore Hill Freeway
- Burnt Bridge Creek Deviation, from Sydney Road to a few hundred metres north of Kitchener Street
- Sydney Road, between Pickworth Avenue and Coral Street
- Wakehurst Parkway, between Kirkwood Street and Warringah Road.

Question 133

What is the estimated average peak hour journey time for a bus commuter in 2027 with and without the Beaches Link, between the following destinations:

- (a) Brookvale and the Sydney CBD
- (b) Balgowlah and the Sydney CBD

Answer

I am advised:

(a) Brookvale and the Sydney CBD - a journey from Brookvale to the Sydney CBD in 2027 (in the morning peak) would take up to 57 min without the project and up to 30 min with the project – a saving of up to 27 min.

(b) Balgowlah and the Sydney CBD - a journey from Balgowlah to the Sydney CBD in 2027 (in the morning peak) would take up to 51 min without the project and up to 27 min with the project – a saving of up to 24 min.

These are general traffic travel times, which are considered a reasonable representation of bus travel times.

Question 134

What is Roads Retained Interest Pty Ltd?

Question 135

How will the NSW Government hold ownership in Roads Retained Interest Pty Ltd?

Question 136

Will Roads Retained Interest Pty Ltd be subject to the Government Information Public Access (GIPA) Act 2009?

Question 137

Will the Independent Commission Against Corruption (ICAC) Act 1988 apply to directors, officers and employees of Roads Retained Interest Pty Ltd?

Question 138

Will Roads Retained Interest Pty Ltd be required to report to Parliament?

Question 139

Will NSW Treasury's Commercial Policy Framework apply to Roads Retained Interest Pty Ltd?

Question 140

Will Roads Retained Interest Pty Ltd be required to produce a Statement of Corporate Intent/Statement of Business Intent?

Question 141

Will Roads Retained Interest Pty Ltd be required to undertake continuous disclosure to the NSW Treasury, as other State Owned Corporations do?

Question 142

Will the Public Works and Procurement Act 1912 apply to Roads Retained Interest Pty Ltd?

Question 143

Will the NSW Procurement Policy Framework apply to Roads Retained Interest Pty Ltd?

Answer

I am advised:

(134) to (143) This is a matter for the Minister for Western Sydney, Minister for WestConnex and Minister for Sport.

Question 144

What is the current estimated average peak speed (kph) on the following roads (a) in 2018, and

(b) in 2031 (or the nearest date to 2031 for which data is available):

- i. M4 Motorway at Parramatta
- ii. M4 Motorway at Prospect
- iii. M4 Motorway at Eastern Creek
- iv. Parramatta Road at Auburn
- v. Parramatta Road at Fivedock
- vi. James Ruse Drive at Rosehill
- vii. Old Windsor Road at Toongabbie
- viii. Victoria Road at North Parramatta
- ix. Victoria Road at Ermington
- x. Victoria Road at Ryde
- xi. Victoria Road at West Ryde

Answer

I am advised:

To ensure consistency of journey times on key roads continues to improve, we are working to make better use of existing road infrastructure, build extra road capacity and encourage commuters to use public transport and to undertake off-peak travel more often.

RMS is assessing Sydney's State road network, current usage patterns and performance of the existing road and transport infrastructure against agreed performance benchmarks. This includes looking forward to the future to identify changes in land use, travel behaviour and patterns, transport infrastructure and employment and population growth to understand what may give rise to a change in the classification of a corridor and its segments, and thereby guiding the prioritisation of road user.

WestConnex, for example, once complete, will provide additional capacity and allow traffic to bypass busy surface roads. Average weekday traffic demand is expected to be less than it currently is.

Question 145

How many road closures occurred on NSW roads in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 146

Of those road closes that occurred on NSW roads, what was the average period that the road was closed in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

(145) - (146) The short term closure of state managed roads can occur for a range of reasons including incidents such as major crashes, to facilitate planned road work activities and to support the operation of special events.

Across principal transport routes, the Transport Management Centre managed 94,708 unplanned incidents per annum with an average clearance time of 42.9 minutes. It also issued more than 76,000 road occupancy licenses across Sydney to permit infrastructure works and network maintenance.

Question 147

Where the road closure was the result of private contractor error in maintaining the road or engaging in construction works on the road, did the RTA recover any compensation from the private contractor? Please provide amounts for:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

For road maintenance works, RMS stewardship contracts contain a mechanism which calculates a performance score based on key responsibility areas that is then converted, using an agreed formula, to determine an amount payable to RMS, similar to a service credit regime. The key performance areas include, among other factors, any delays in road works and availability of road lanes. The methodology for calculating these amounts is the subject of confidential and commercially sensitive negotiations with contractors.

Question 148

How many roads were permanently closed in NSW in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

There have been no permanent State road closures in Sydney in the nominated years. RMS is not aware of any Regional or local road closures which are council controlled.

Question 149

Has the speed-measuring device of every speed camera in NSW been inspected at least once in the past 12 months?

Answer

I am advised:

As per section 137 of the Road Transport Act 2013, a 12 month certification is carried out by the vendor in conjunction with Roads and Maritime Services. In addition, inspections are carried out every 90 days on speed cameras in accordance with section 138 of the Road Transport Act 2013.

Question 150

On what date did you [Minister] or your office receive up-to-date certification for the speed-measuring devices of all speed cameras in NSW?

Answer

I am advised:

Roads and Maritime Services is not required to provide certification records to the office of the Minister for Roads, Maritime and Freight; however, records are available to support enforcement proceedings as and when required.

Question 151

If, before paying a fine, a motorist in receipt of a speeding fine requests certification that the speed-measuring device of that particular camera has been inspected in the 12 months before the date of the alleged infringement, is that certification provided to them?

Answer

I am advised:

Roads and Maritime Services provides certificates via the following process:

- Motorists may log on to the RevenueNSW website and enter the PIN number of their fine. This takes them to a page where they can view photos of the offence and request a certificate.
- The request for a certificate goes to Roads and Maritime's Compliance Operations unit. The certificates are then either posted or emailed to the motorist.

Question 152

How many mobile speed cameras were in use in Western NSW in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

For the time periods mentioned, there were six mobile speed camera vehicles deployed per financial year. Mobile speed cameras are a key element of the NSW Speed Camera Strategy, and support police operations and other types of camera enforcement in NSW.

In the 2018/19 Budget, the NSW Government announced a record \$1.9 billion investment in road safety over five years. This includes \$250 million for enhanced enforcement, including 50 additional highway patrol officers in regional areas, roadside alcohol testing, a doubling of mobile drug testing, and expanding the heavy vehicle average speed camera program, including in metropolitan areas.

Question 153

With regard to the criteria for fixed-speed cameras, has the criteria for the location of fixed speed cameras been published?

Answer

I am advised:

Yes. This information is detailed in the NSW Speed Camera Strategy, which is available on the Centre for Road Safety's website.

Question 154

With regard to the criteria for mobile speed cameras, has the criteria for the location of mobile speed cameras been published?

Answer

I am advised:

Yes. This information is detailed in the NSW Speed Camera Strategy, which is available on the Centre for Road Safety's website.

Question 155

How many toll notices were issued in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 156

How many final toll notices were issued in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 157

How penalty notices for unpaid tolls were issued in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 158

How many civil debt recovery actions for unpaid tolls were taken in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 159

How many civil debt recovery actions for fines other than tolls were taken in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 160

How many court proceedings have been commenced for unpaid tolls in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 161

How many property seizures have commenced for unpaid tolls in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 162

How many objections have been lodged regarding toll notices in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

(155) to (162) This is a matter for the Minister for Finance, Services and Property.

Question 163

How many electronic tags or passes were active in NSW in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

Roads and Maritime Services only holds information for E-Toll. Active E-Tag accounts (there may be more than one tag per account)

- (a) 1,160,680
- (b) 1,204,836
- (c) 1,285,406
- (d) 1,367,727

Active eMU passes

- (a) 247,518
- (b) 242,314
- (c) 198,044
- (d) 184,125

Question 164

How much toll revenue did your agencies generate in:

- (a) 2011/12
- (b) 2012/13
- (c) 2013/14
- (d) 2014/15
- (e) 2015/16
- (f) 2016/17
- (g) 2017/18

Answer

I am advised:

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

Question 165

What are the current tolling arrangements for commuter bus services using the M4 between Homebush and Parramatta?

Answer

I am advised:

Any bus being used to provide a public passenger service conducted according to regular routes and timetables is exempt from being charged a toll. This does not include tourist services, long-distance services or charter services.

Question 166

What is the toll for a commuter bus service using the M4 between Homebush and Parramatta?

Answer

I am advised:

A bus providing a public passenger service conducted according to regular routes and timetables will not incur a toll.

Question 167

How much funding assistance was provided to councils in the Blue Mountains electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 168

How much funding assistance was provided to councils in the Penrith electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 169

How much funding assistance was provided to councils in the Mulgoa electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 170

How much funding assistance was provided to councils in the Seven Hills electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 171

How much funding assistance was provided to councils in the Riverstone electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 172

How much funding assistance was provided to councils in the Londonderry electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 173

How much funding assistance was provided to councils in the Macquarie Fields electorate in:

- (a) 2014/15
- (b) 2015/16

- (c) 2016/17
- (d) 2017/18

Question 174

How much funding assistance was provided to councils in the Parramatta electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 175

How much funding assistance was provided to councils in the Granville electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 176

How much funding assistance was provided to councils in the Auburn electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 177

How much funding assistance was provided to councils in the Ryde electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 178

How much funding assistance was provided to councils in the Drummoyne electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 181

How much funding assistance was provided to councils in the Upper Hunter electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 182

How much funding assistance was provided to councils in the Monaro electorate in:

- (a) 2014/15

- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 183

How much funding assistance was provided to councils in the Lismore electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 184

How much funding assistance was provided to councils in the Coogee electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 185

How much funding assistance was provided to councils in the Tweed electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 186

How much funding assistance was provided to councils in the Oatley electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 187

How much funding assistance was provided to councils in the Goulbourn electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 188

How much funding assistance was provided to councils in the Holsworthy electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 189

How much funding assistance was provided to councils in the Heathcote electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 190

How much funding assistance was provided to councils in the Bega electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 191

How much funding assistance was provided to councils in the Kiama electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 192

How much funding assistance was provided to councils in the Tamworth electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 193

How much funding assistance was provided to councils in the Wagga Wagga electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 194

How much funding assistance was provided to councils in the Pittwater electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 195

How much funding assistance was provided to councils in the Wakehurst electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 196

How much funding assistance was provided to councils in the Manly electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 197

How much funding assistance was provided to councils in the Willoughby electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 198

How much funding assistance was provided to councils in the Vaucluse electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 199

How much funding assistance was provided to councils in the North Shore electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 200

How much funding assistance was provided to councils in the Port Macquarie electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Question 201

How much funding assistance was provided to councils in the Coffs Harbour electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

(167) - (178) and (181) - (201)

Grants provided to the councils in electorates requested are as follows.

Please note these exclude:

- Behavioural program grants
- Blackspot program funding
- Fixing Country Grants
- RMCC contract payments (as these are not a grant)
- Grants from the Federal Government

Electorate	2015	2016	2017	2018
	(\$M)			
BLUE MOUNTAINS	0.61	0.67	0.76	0.83
PENRITH	3.12	0.64	1.92	3.49
MULGOA	1.69	1.38	1.46	1.76
SEVEN HILLS	0.93	0.87	1.01	0.87
RIVERSTONE	0.69	1.05	0.81	0.67
LONDONDERRY	1.64	2.08	2.26	1.92
MACQUARIE FIELDS	1.05	1.1	2.03	1.39
PARRAMATTA	7.1	2.5	5.63	2.54
GRANVILLE	0.89	0.79	0.51	0.74
AUBURN	1.38	1.32	2.19	1.4
RYDE	0.66	0.6	0.97	1.53
DRUMMOYNE	1.8	1.17	0.91	0.96
UPPER HUNTER	21.44	17.52	16.15	12.84
MONARO	5.61	5.92	8.73	20.56
LISMORE	12.79	9.01	12.47	20.73
COOGEE	2.51	0.91	1.37	2.16
TWEED	4.57	1.4	1.59	10.93
OATLEY	0.52	0.61	0.67	0.63
GOULBURN	10.4	7.48	12.86	8.88
HOLSWORTHY	0.7	0.64	0.65	0.71
HEATHCOTE	1.04	0.91	1.31	1.38
BEGA	4.99	6.37	6.94	9.54
KIAMA	2.16	2.45	2.28	3.38
TAMWORTH	5.66	5.35	5.62	5.36
WAGGA WAGGA	4.38	4.02	13.92	6.91
PITTWATER	0.71	0.9	0.74	1.18
WAKEHURST	0.82	0.86	0.83	0.46
MANLY	0.9	1.04	1.18	0.52
WILLOUGHBY	1.08	1.32	2.72	1.55
VAUCLUSE	0.84	1.25	0.95	0.54
NORTH SHORE	1.4	2.16	2.23	2.94
PORT MACQUARIE	6.27	17.69	7.56	1.98
COFFS HARBOUR	3.88	1.75	1.8	2.1

Question 179

How much funding assistance was provided to councils in the Ryde electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

I refer you to my response to supplementary question 177.

Question 180

How much funding assistance was provided to councils in the electorate in:

- (a) 2014/15
- (b) 2015/16
- (c) 2016/17
- (d) 2017/18

Answer

I am advised:

N/A - no electorate mentioned.

Question 202

Regarding p-plate road safety:

- (a) Is there a road safety advisory committee in regards to reducing the number of p-plate crashes on our roads?
- (b) What is the name of this committee?
- (c) How frequently do you or your office receive updates from committee?
- (d) How frequently does the committee meet?
- (e) Are any committee members required to be under the age of 25?

Answer

I am advised:

- (a)-(b) The Road Safety Advisory Council (RSAC) is a key advisory group for high level consultation on road safety matters in NSW.
- (c) As the Minister for Roads, Maritime and Freight, I attend RSAC meetings.
- (d) RSAC's terms of reference require it to meet at least twice yearly, and currently meets quarterly to consider and advise on road safety in NSW.
- (e) The membership includes the Chief Executive of Youthsafe to ensure the interests of young people are represented. RSAC is made up of key road safety stakeholders from Government, interest groups and community representatives.

Question 203

Regarding the region classification developed in the NSW Road Safety Strategy 2012-2021 (refer page 11), what was the road crash rate per 100,000 population in:

(a) Major Cities in:

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(b) Inner Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(c) Out Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(d) Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(e) Very Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

Question 204

Regarding the region classification developed in the NSW Road Safety Strategy 2012-2021 (refer page 11), what was the road fatality rate per 100,000 population in:

(a) Major Cities in:

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(b) Inner Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(c) Out Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(d) Remote in

- i. 2014/15
- ii. 2015/16

- iii. 2016/17
 - iv. 2017/18
- (e) Very Remote in
- i. 2014/15
 - ii. 2015/16
 - iii. 2016/17
 - iv. 2017/18

Answer

I am advised:

(203) - (204) Transport for NSW's Centre for Road Safety presents crash data via interactive reports on its website. These reports cover road user deaths and injuries, locations and crash types; fatality trends that show the number of road deaths per 100,000 population; and serious injuries.

Question 205

Regarding the region classification developed in the NSW Road Safety Strategy 2012-2021 (refer page 11), how many road safety audits were carried out in:

(a) Major Cities in:

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(b) Inner Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(c) Out Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(d) Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(e) Very Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

Answer

I am advised:

Road safety audits are undertaken by the road authority responsible for managing the road. As such, Roads and Maritime Services undertakes road safety audits on state roads.

Question 206

Regarding the region classification developed in the NSW Road Safety Strategy 2012-2021 (refer page 11), how many traffic calming measure or speed limit reductions were introduced on roads in :

(a) Major Cities in:

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(b) Inner Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(c) Out Regional in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(d) Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

(e) Very Remote in

- i. 2014/15
- ii. 2015/16
- iii. 2016/17
- iv. 2017/18

Answer

I am advised:

In November 2011, the NSW Government committed to completing speed zone reviews for the top 100 roads identified through the Safer Roads NSW website. The public were invited to make submissions and the speed zone reviews for the top 100 roads were completed by March 2012.

The outcomes of speed zone reviews vary from no changes to the speed limit, to speed limit increases and reductions, and these can be applied in many scenarios, such as harmonising the speed on lengths of roads and installing or extending school zones.

Road users are encouraged to have their say about speed limits, speed enforcement and speed limit signs through the Safer Roads NSW website. Submissions collected through the website provide an ongoing source of information to help identify and prioritise roads for speed zone review.

Question 207

The Government's 2017/18 Budget Electorate Reports for Kiama, Shellharbour, South Coast, Bega, Keira and Wollongong all showed that \$170 million had been committed as multi electorate funding from the Restart NSW Fund for the upgrade of the Princes Highway.

(a) But while in this year's Electorate Report, \$170 million from Restart for the upgrade of the Princes Highway is listed again, but only in the reports for Kiama, Shellharbour and South Coast. It is missing from the Electorate Reports for Bega, Keira and Wollongong. Can you explain why?

(b) If this was an error in the budget papers:

- i. Who checked this important information before it was sent to Members of Parliament?
- ii. Are you aware of any other serious reporting errors in budget papers associated with your portfolio?

Answer

I am advised:

This is a matter for the Treasurer and Minister for Industrial Relations.

Question 208

What level of historical significance would need to be discovered for the Government to call a halt to the current destruction of the heritage significance of Thompson Square at Windsor?

Answer

I am advised:

Roads and Maritime Services is delivering a unified square for the first-time in decades. Protecting the heritage significance of Thompson Square is a critical item of importance for the Windsor Bridge Replacement project. There are heritage conditions imposed in the approval to mitigate heritage impacts and to recognise the heritage of Thompson Square. Those conditions are administered by the Department of Planning and Environment (DPE). The Office of Environment and Heritage (OEH) have an advisory role on the project. OEH will continue to provide advice to the DPE and RMS about the Conditions of Approval for the project. OEH has provided advice on specific specialist strategies and documents related to the built heritage items, Aboriginal, historical and maritime archaeological investigations.

Question 209

Do you support the continued use of paid consultations by the RMS?

Answer

I am advised:

The fundamental objective of procuring consultancy services is to achieve best value for money in supporting the delivery of government services. RMS engages consultancy services to deliver outcomes that require specific subject matter and independent advice. Hence in the absence of, or to supplement internal specialised skills or experience, RMS supports the continued use of paid consultations.

Question 210

In relation to the convict made drainage complex at Thompson Square, will:

(a) all elements removed be recorded?

i. Will these records be publicly available?

(b) a section of a box culvert be carefully salvaged by a conservator for future reconstruction and interpretation?

i. How?

(c) intact bricks be salvaged for interpretation?

i. Where will they be stored in the long term?

Answer

I am advised:

Roads and Maritime Services is following archaeological advice, and is planning to preserve the brick barrel drain. A minor redesign has been completed to allow construction of the bridge approaches without impacting the heritage barrel drain. Archaeologists will carefully salvage by hand parts of the brick block drains. The bricks are being stored in a heritage storage facility. Detailed archival recording of the three box drains was completed in early 2018. A one metre section of the block drain has been identified and carefully recorded for future historic interpretation of the site at an appropriate location. This will be done in consultation with Council, the Museum and other stakeholders.

Question 211

Why are graders or similar mechanical devices being used to remove heritage convict bricks?

(a) Do you approve of this?

Answer

I am advised:

RMS is managing the archaeological salvage of the brick block drains by professional archaeologist in accordance with the Detailed Salvage Strategy that has been developed in consultation with heritage specialists at OEH and approved by the DPE.

The overlying soil above the brick box is carefully removed by the use of a small 5 tonne excavator under the direction of the archaeologist in accordance with approved environmental management procedure. All the heritage convict bricks are then removed by hand by the archaeologists. Mechanical devices are not used to remove the bricks.

Question 212

How many of these convict bricks were broken during the excavation process?

(a) What is the total number excavated to date?

(b) Will you confirm that no Windsor brick, broken or intact, will be sold?

(c) Where will they be stored?

i. Where will the bricks be stored?

Answer

I am advised:

As the drains are still being dismantled, the number of recovered bricks is not available. The bricks are being stored in a heritage storage facility.

The broken bricks worthy of recovery, as determined by the archaeologists on site, are being recovered. While a specific count is unavailable the archaeologists estimate that about 75 per cent of all bricks removed are being recovered and safely stored. The remaining 25 per cent of bricks are only fragments.

RMS has not suggested selling the recovered bricks.

Question 213

Why has no funding been allocated to the intersection Hillsborough Road and Chadwick Street, Hillsborough, given that it was recommended as a 'short-term priority' in the Draft Lake Macquarie Transport Study?

Question 214

What planning is underway to widen Hillsborough Road?

Question 215

How can 'planning' to widen Hillsborough Rd be 'underway' if the final study for the road has not yet been released?

Answer

I am advised:

(213) - (215) Funding has been allocated to prepare a strategic business case for Hillsborough Road to prioritise a range of short to medium term traffic and safety improvement initiatives along the road corridor between Warners Bay and Charlestown. The Chadwick Street and Hillsborough Road intersection is included in this strategic business case.

Question 216

When will the Hillsborough Rd Traffic Study/Charlestown to Warners Bay Corridor Study/Lake Macquarie Traffic Study/Future Transport Strategy be released?

Answer

I am advised:

Traffic studies and corridor studies not previously released are being reviewed and revised to ensure they are updated with the NSW Government's recently released Future Transport Strategy 2056. The release of these plans will be determined once this work is complete.

Question 217

What is the total number of fines issued to motorists at the Masters and Springhill Roads, Spring Hill, intersection since red light cameras were installed (as at 15 August 2018)?

(a) What is the total amount of revenue raised from the fines issued at this intersection since the red light cameras were installed (as at 15 August 2018)?

Question 218

What is the total number of fines for other motor vehicle offences not related to the red light camera at the Masters and Springhill Roads, Spring Hill, intersection since the red light camera was installed (as at 15 August 2018)?

(a) What is the total revenue generated from these fines (as at 15 August 2018)?

Answer

I am advised:

(217) Annual reviews of NSW speed cameras are undertaken to assess their road safety impact. Annual reviews undertaken from 2013 to 2017 are available on the Centre for Road Safety's website. These reviews include the number of infringements at camera locations. Revenue is a matter for the Minister for Finance, Services and Property.

(218) The number of fines and associated revenue is a matter for Revenue NSW. Therefore, this is a matter for the Minister for Finance, Services and Property.

Question 219

How many motor vehicle accidents have occurred at the intersection of Springhill and Masters Road from the commencement of the year 2000 to 15 August 2018?

- (a) How many of the accidents have resulted in further medical treatment of those involved?
- (b) How many of the accidents involved heavy vehicles?
- (c) What was the cause of the accidents?

Answer

I am advised:

From 2000 to 2010, the Centre for Road Safety recorded 60 crashes as occurring at or within 10 metres of the intersection. From 2011 to 2018, 22 crashes have been recorded (as at 17 September 2018).

- (a) There were nil fatal crashes. There were 40 crashes in which at least one person was injured. Seven of these involved a person seriously injured.
- (b) Of the 82 crashes, 10 involved a heavy vehicle.
- (c) A range of factors contributed to the crashes, including speeding, fatigue, and alcohol.

Question 220

Why hasn't the Muswellbrook bypass started?

Question 221

Does the benefit cost ratio calculations for the Muswellbrook Bypass exclude the Coal Road intersection (originally proposed in 2005), as well as the two overtaking lanes?

Question 222

How much funding been allocated for planning of the Bypass?

Question 223

Has funding been allocated for 'actual construction' of the Bypass?
(a) If not, when will funding be allocated?

Question 224

When will construction of the Bypass commence, and when is it expected to be completed?

Question 225

Minister, why did the Government mislead the people of Upper Hunter when the Member, as the candidate in 2015, said the funding would be used for "actual construction"?

Question 226

Has any money been used for "actual construction"?

Answer

I am advised:

(220) - (226) The NSW Government has committed \$68 million towards the planning and construction of a bypass of Muswellbrook.

\$2 million has been allocated in 2018-19 for RMS to continuing planning.

The need for overtaking lanes and a connection at Coal Road would be considered as part of further planning.

The timing for construction of the bypass is subject to a final business case and funding from the Federal Government.

Question 227

Has state funding been approved to support the local council with the sealing of the road between Scone and Gloucester?

(a) If not:

- i. Has your Department prepared a brief for your consideration?
- ii. Has your Department prepared any estimates for the cost of the Scone to Gloucester sealing?

(b) If so:

- i. What is the estimated cost?
- ii. What is the BCR been done?

Question 228

Will you ensure the sealing of the road is fast-tracked?

(a) If so:

- i. When will work commence?
- ii. When is the work expected to be completed?

(b) If not, why not?

Question 229

What is the estimated total cost?

Answer

I am advised:

(227) - (229) There is no funding approved for the sealing of the Scone to Gloucester road.

RMS has prepared some initial estimates for the work and timeframes.

The initial estimates of cost are in the order of \$40 million.

No Benefit Cost Ratio has been done for the proposed sealing works.

Question 230

In relation to the intersection of Blacktown Road and Prospect Highway, and works to provide dedicated turning lanes, relocate existing bus lanes, and install related traffic lanes:

- (a) When will the upgrade commence?
- (b) When is it expected to be completed?
- (c) What is the estimated cost?

Answer

I am advised:

The project commenced in June 2018 with the upgraded road open to traffic in December 2018.

Associated works such as footpaths, pedestrian fences, signage, utilities, bus stops, drainage and removal of compound and site remediation is expected to be completed March 2019.

The project is being funded under the \$300 million Pinch Point Program.

Question 231

When will construction of a new Toongabbie Bridge Railway Overpass commence, with associated roadworks along Wentworth Avenue from the roundabout to Cornelia Road/ The Portico?

- (a) When are the works expected to be completed?
- (b) What is the estimated cost?

Answer

I am advised:

The railway overpass is a project being undertaken by Transport for NSW, and Wentworth Ave is a regional road under responsibility of local council.

Question 232

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.

232. 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?

(a) 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?”

(b) 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?

(c) 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.

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

Question 233

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?

Question 234

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

Answer

I am advised:

(232) - (234) This is a matter for the Minister for Transport and Infrastructure.

Question 235

What was the cause of the 13 month delay for planning approval for the Albion Park Rail bypass project?

Answer

I am advised:

RMS displayed the Environmental Impact Statement for the Albion Park Rail bypass in 2015. 108 submissions were received, over half of which were about impact to agricultural land.

Additional time was required for changes to be made to the design and complete additional stakeholder engagement as a result of feedback from the community.

RMS worked collaboratively with the Department of Planning and Environment to address feedback received from stakeholders and the community to achieve planning approval for the project.

Changes to the design were outlined in the Submissions and Preferred Infrastructure Report. RMS submitted the draft Submissions and Preferred Infrastructure Report to the Department of Planning and Environment in early July 2017, and the report was displayed in September 2017.

Question 236

What was the cause of the \$80 million cost blowout for the Albion Park Rail bypass project?

Answer

I am advised:

RMS prepares and updates cost estimates throughout the development of a project. A strategic estimate was prepared prior to the public announcement of the Albion Park Rail bypass.

As the scope of the project was clarified and confirmed during development, more information was obtained about geotechnical ground conditions, environmental constraints, traffic modelling, flood modelling and other engineering constraints. Refinements to the project were also made in response to community and stakeholder feedback. The project estimate was adjusted accordingly.

Question 237

On 28 August 2018, it was revealed by Roads and Maritime Services' senior project manager Mr Adrian Rouse that the Yallah Interchange would not be constructed as part of the Albion Park Rail bypass:

(a) Why was this decision made?

(b) Is the Minister content to have excluded the entire population of Dapto from accessing this project and to not be building for our region's future?

Answer

I am advised:

Traffic modelling carried out for the bypass project, which includes growth around planned residential developments at Yallah and West Dapto, indicates the northern (Yallah) interchange is not required until there is a substantial increase in traffic.

Question 238

When will RMS complete the 'preliminary investigations' stage of determining whether on-and-off ramps and interchanges are needed on the M1 Motorway around the Dapto area, given it has been in this stage for over four years?

(a) What is the scope for these investigations?

(b) When will the RMS report of these investigations be made public?

Answer

I am advised:

RMS has begun traffic modelling to assess the current and anticipated future performance of the M1 Princes Motorway between Figtree and Dapto. Once the current and anticipated future performance has been assessed, a range of scenarios and options will be tested to address performance challenges. Scenarios and options tested will aim to:

- Improve travel time and efficiency for motorists
- Improve freight accessibility into and out of the region including access to Port Kembla and heavy vehicle access to the Shoalhaven and South Coast
- Cater for traffic growth as a result of nearby development.

Traffic modelling will inform future planning and investment on the Princes Motorway between Figtree and Dapto. It will be considered in a broader context as part of the release of an Illawarra Shoalhaven Regional Transport Strategy in accordance with the Future Transport rollout. Regional Transport Strategies are identified in the Regional NSW Services and Infrastructure Plan as being developed over the next 10 years. Timing for the release of the strategy will be determined by Transport for NSW.

Question 239

Minister – In May 2017 you announced \$21.6 million to upgrade Goodooga Road, north of Brewarrina

(a) Why can't the council access this money to commence works?

Question 240

The Federal Government has provided \$1.7 million for the replacement of Muckerawa and Dumble Bridges on Goodooga Road

(a) why hasn't the state at least matched that commitment?

Question 241

Will you release \$1.7 million of the \$21.6 million for the Goodooga upgrade to at least allow Brewarrina Council to get on with the job of replacing these bridges?

Question 242

Birrie Bridge – near the Queensland border – the last timber bridge in Brewarrina Council – it has a BCR of 1.7 – why hasn't that been funded?

Answer

I am advised:

(239) - (242) Over \$21m has been allocated for the construction and sealing of 96km of Goodooga Road including the replacement of two bridges through the Fixing Country Roads Program. The total project cost is estimated by council at approximately \$43 million. The release of the funding is contingent upon Council obtaining full project funding before funds are released through INSW. Funding of \$200k has been released for preparation of the business case.

The replacement of the bridges have received partial Federal funding. Council has submitted an application for funding to assist with the bridge upgrades which are being assessed by INSW.

Question 243

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

Question 244

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

Question 245

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

Question 246

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

Question 247

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:

(243) - (247) Savings from the NSW Government's efficiency dividend are outlined in the Budget Papers.

Question 248

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

Question 249

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

Question 250

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

Question 251

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

Answer

I am advised:

(248) - (251) 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 252

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 253

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 254

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 255

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 art donated at no cost and artwork on loan

from the Art Gallery of NSW for which the Gallery charges a nominal subscription

fee.

Question 256

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 257

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:

(256) - (257) Floral arrangements purchased by the Ministry are managed within Ministerial office budgets.

Question 258

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?

Question 259

Who is the subscriber for each of these?

Answer

I am advised:

(258) - (259) The Minister's office subscribes to a modest number of publications, the costs of which are managed within the office's budget.

Question 260

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 261

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 262

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 263

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 264

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 265

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 266

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:

RMS currently has ABW at

- Rozelle
- Argyle St, Parramatta
- Wagga Wagga
- Newcastle
- Ennis Road
- Central Coast

A Post Implementation Review was conducted earlier this year, which included feedback from 600 employees. As a result, a project team is now working through the recommendations.

Question 267

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 268

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 269

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

Question 270

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

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

Answer

I am advised:

(269) - (270) Roads and Maritime Services 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 271

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

Answer

I am advised:

Staff numbers are included in the Annual Report.

Question 272

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:

Staff numbers undertaking media or public relations activities are commensurate with need and can go down or up as required.

Question 273

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 274

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 275

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 276

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 277

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 278

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:

(277) - (278) Details of overseas travel including costs are published on the Department of Premier and Cabinet's website.

Question 279

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 280

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 281

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 282

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 cose of these services

Answer

I am advised:

(281) - (282) The Financial Statements, including expenditure on consultants, are available in agency annual reports.

Question 283

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

iii. What was the total cost of all redundancies?

Question 284

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 th

Question 285

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

Question 286

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:

(283) – (286) 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 287

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 288

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:

(287) - (288) IT costs are managed within each agency's budget and in accordance with NSW Government's ICT and procurement policies and frameworks.

Question 289

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 290

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 291

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:

(289) - (291) All NSW Government agencies are required to impose surcharges to recoup their merchant interchange fees, pursuant to Treasury Circular TC12/13. Roads and Maritime Services 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 292

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), Roads and Maritime Services has 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. The Department's Annual Report includes all consultancies including those involving probity advisors valued more than \$50,000.

Question 293

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?

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.

Question 294

What training has been undertaken with management and administration for those involved in approving and/or processing domestic violence leave on issues such as?

- (a) Privacy and confidentiality of information about domestic violence
- (b) Access to emotional, psychological, financial and medical support which may be required

Answer

I am advised:

DPC is an accredited White Ribbon Workplace through White Ribbon Australia. DPC continues to provide ongoing support and guidance to government agencies on best practice approaches to supporting women who are experiencing domestic violence.

Question 295

Who has provided training on domestic violence in the workplace?

Answer

I am advised:

An e-learning module has been developed in consultation with Family and Community Services.

Question 296

What percentage of staff in each agency has undertaken domestic violence training?

Answer

I am advised:

Roads and Maritime Services is working to ensure all staff are trained in line with the developed modules.

Question 297

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:

Roads and Maritime Services complies with the highest levels of document and privacy management consistent with the Privacy and Personal Information Act 1998 (NSW).

Question 298

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?

Answer

I am advised:

- (a) This training was formally introduced first in July 2013 and is regularly reviewed and updated in accordance with policies and guidance.
- (b) - (d) Attendance at sexual harassment and anti-bullying training courses is mandatory for Roads and Maritime Services' staff.
- (e) Various specialist providers as well as EAP providers. Some agencies utilise training courses organised by others within the cluster to maximise efficiencies.
- (f) The needs of at-risk groups are considered in the training provided.

Question 299

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

Question 300

How many complaints have been initiated in relation to:

- (a) Sexual harassment
- (b) Bullying
- (c) Workplace violence

Answer

I am advised:

(299) - (300) Participation is mandatory for Roads and Maritime Services' staff.

Question 301

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 302

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 303

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 304

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

Question 305

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

Question 306

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 307

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

Question 308

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 309

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:

(302) - (309) The 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.

Question 310

What percentage of the total roads budget has been spent on active transport?

(a) Does the \$38 million spent on the Tibby Cotter “Bridge to Nowhere” count toward this total?

(b) Can you provide a breakdown of how much was spent on separated cycling infrastructure?

i. What percentage is that of the total active transport budget?

Answer

I am advised:

This is a matter for the Minister for Transport and Infrastructure.

Question 312

How much is budgeted for cycling infrastructure for each of the next four years?

Answer

I am advised:

This is a matter for the Minister for Transport and Infrastructure.

Question 311

How much of the \$600 million allocated for road safety improvements and enhanced police enforcements will be allocated to building separated cycling infrastructure?

Answer

I am advised:

As part of the 2018/19 Budget, the NSW Government announced a record \$1.9 billion investment in road safety over five years. This includes \$180 million to increase liveability and safety in urban communities through infrastructure upgrades including traffic calming measures, pedestrian refuges and crossings to keep cyclists and walkers safe.

Question 313

Has there been any costings done on the total cost of building the priority routes identified in the Governments 2013 plan for Sydney's Cycling Future?

- (a) What is the total length for priority results?
- (b) How many kilometres of cycling infrastructure of the priority cycleways have been built since December 2013?
- (c) How many kilometres of cycling infrastructure are under construction on these routes?
- (d) When will all of these priority routes be completed?

Answer

I am advised:

Roads and Maritime Services delivers walking and cycling infrastructure on behalf of Transport for NSW.

Sydney's Cycling Future identified indicative corridors into the Sydney CBD and other strategic centres. Roads and Maritime has been working with relevant stakeholders, including local councils, to develop cycleway designs and construct cycling infrastructure. Costings have been completed for projects that have progressed to the final design stage.

In the Sydney region, there are currently 13 cycleway projects under construction and an additional 19 projects were completed in the 2017/18 financial year. There are a number of other projects delivered under the Priority Cycleways program that are extensions to those routes identified in Sydney's Cycling Future. An example is the separation of cyclists from pedestrians on the Bay Run between Haberfield Rowers and Henley Marine Drive, including the bridge across Iron Cove Creek.

Question 314

Under the climate change fund: draft strategic plan 2017-202 the RMS committed to develop a NSW electric vehicle strategy to increase the uptake of low emission and electric vehicles by individual and business consumers. What is the current timeline for the delivery of the electric vehicle strategy?

(a) What demand-side incentives to increase the uptake of electric vehicles has the government assessed or implemented to date?

i. Has the government assessed the cost and benefit of reduced stamp duty or vehicle registration to increase the uptake of electric vehicles?

ii. Has the government assessed the cost and benefit or incentives including reduced tollways, access to bus lanes, or reserved designated parking to increase the uptake of electric vehicles?

(b) How much is the government spending over the next four years in charging infrastructure for electric vehicles?

Answer

I am advised:

The NSW Government's Future Transport Strategy 2056 includes a commitment to deliver an Electric and Hybrid Vehicles Plan, with actions to support take up of low emission, fuel efficient vehicles and maximise passenger and freight mobility, productivity and liveable communities. Work, led by Transport for NSW, has begun on the Plan, with involvement of relevant NSW agencies, and input from industry stakeholders.

The Government provides a lower rate of motor vehicle tax for eligible hybrid and electric vehicles. As outlined on Roads and Maritime Services' website, these vehicles must be manufacturer designated petrol-electric hybrid diesel-electric hybrid, plug-in hybrid, or electric vehicles with CO2 emissions no higher than 150 grams/kilometre (g/km) in the 'combined' driving cycle on the Commonwealth Government's Green Vehicle Guide.

Question 315

How much has RMS spent on wildlife overpasses and underpasses since it came to office in 2011?

(a) What are the locations for each of these?

Answer

I am advised:

Overpasses, underpasses and other types of fauna crossings are packaged into overall project budgets, and are not individually costed.

Roads and Maritime Services has constructed fauna connectivity measures including glider poles, rope bridges, box culverts, underpasses, overpasses, bridges, and arches.

Since 2011, it is estimated that at least \$311 million has been spent on wildlife crossing structures.

These are located in the following electorates: Hawkesbury, Coffs Harbour, Tweed, Myall lakes, Clarence, Port Macquarie, Wagga, Cessnock, Maitland, Oxley, Tamworth, Bega, Ballina, Kiama, Wakehurst.

Question 316

How much has RMS budgeted to spend on wildlife overpasses and underpasses over the next four years?

(a) How many wildlife overpasses and underpasses have been approved and are yet to be built?

i. What are their locations?

Answer

I am advised:

It is estimated approximately \$31 million will be spent on fauna connectivity structures over the next four years.

This includes 50 individual structures such as dedicated or combined drainage/fauna underpasses, land bridges, glide poles, rope bridges and other bridge structures.

The locations are in the electorates of Coffs Harbour, Clarence, Ballina, Monaro, Bega, Murray, Wallsend, Port Macquarie, Upper Hunter, Keira, Pittwater, Shellharbour.