

Budget Estimates 2019
Transport and Roads Hearing
Supplementary Questions

Question 1

1. Why is the government's target for all new government fleet vehicles being purchased as EVs only 10%?

(a) Is there a plan to transition the entire government fleet to electric vehicles?

i. If not, why not?

ii. If yes, by when?

(b) Is there a plan to increase the target above 10%?

ANSWER

I am advised:

The NSW government fleet is one of the largest in Australia and by using its market power to stimulate the market, other fleet operators will also benefit. The 2020/21 target will be tracked and reviewed, with a further target added later if needed, as fleet take up accelerates.

Question 2

2. What steps are being taken to ensure that all wharves currently servicing ferries are resilient to rising sea levels?

ANSWER

I am advised:

Many of the ferry wharves are floating pontoons which are resilient to rising sea levels. Most of the fixed structure wharves are being upgraded and converted to floating pontoons, The fixed structure wharves have freeboard which also provides resilience to rising sea levels.

Separate response approved by ED/TPS:

Sea Level Rise (SLR) is being taken into account in the following ways:

- All upgraded wharves (and planned future upgrades) are now either floating pontoons or hydraulic platforms that are able to rise to accommodate future changes in sea level.**
- At the commencement of the Ferry Wharf Upgrade Program (2010) both the NSW Department of Environment & Climate Change and the Draft NSW Coastal Planning Guideline (Oct 2009) stated “The NSW sea level rise planning benchmarks are an increase above 1990 mean sea levels of 40cm by 2050 and 90cm by 2100”. The program adopted a level 200mm Sea Level Rise for the design life of the upgraded wharves. This impacts the wharf connection to landside. At some locations the connection to land is required to be raised to +1.975m AHD (Australian Height Datum) to accommodate a combination of environmental factors occurring at the same time; a high tide, low pressure effects, wind, waves (1 in 5 year) and sea level rise (+200mm). Designs are in accordance with Australian Maritime Standards.**
- The designs also maintains compliance with Disability Access Standard for Public Transport (DSAPT) taking into account current and future sea levels.**

Question 3

3. How does the government plan to address complaints of air and noise pollution at White Bay Cruise Terminal?

ANSWER

I am advised:

This information is publicly available.

Question 4

4. Does the Planning Assessment Commission's planning approval for the Moorebank Intermodal Freight Terminal place a condition of 250,000 twenty-foot equivalent unit containers for import/export containers?

ANSWER

I am advised:

This information is publicly available.

Question 5

5. Does the Planning Assessment Commission's planning approval for the Moorebank Intermodal Freight Terminal place a condition that traffic generated by the terminal not exceed the current capacity of the roads serving the terminal?

ANSWER

I am advised:

This information is publicly available.

Question 6-7

6. Did the Government spend \$3.4 million or thereabouts to progress studies into road infrastructure options to manage traffic impacts from the proposed Moorebank Intermodal Terminal and forecast growth in the broader Liverpool and Moorebank area?

(a) If yes:

- i. What was the purpose of those studies?**
- ii. Did the Government released the scope of each study?**
- iii. If not, will the Government release the scope of each study?**
- iv. Are the studies confidential?**
- v. If so, why?**
- vi. What circumstances caused the Government to undertake the studies?**
- vii. Who undertook the studies?**
- viii. Did the project proponents participate in the studies?**
- ix. Did the local community participating in the studies?**
- x. Has approval to develop the project been given subject to these studies?**
- xi. Who is funding the rail connection between the Southern Sydney Freight Line and the terminal site?**
- xii. Will the Government release the cost of necessary road upgrades before deciding the project application?**
- xiii. What proportion of necessary road upgrades will be paid by the terminal operator if planning approval is given?**

7. What specific transport infrastructure is required to be built / enhanced to ameliorate current traffic congestion, background growth, and the introduction into East Liverpool of heavy truck movements into the East Liverpool bridge traffic?

(a) What is the cost of this specific transport infrastructure?

ANSWER

I am advised:

As the intermodal terminal is at the planning stage, the final cost for road improvements is not yet known.

The Department of Planning, Industry and Environment is the relevant planning authority for assessing/determining the development applications for this site.

All information, including relevant traffic reports, conditions of development consent for Moorebank Precinct East and West is available via the Department of Planning, Industry and Environment's Major Project Portal <https://www.planningportal.nsw.gov.au/major-projects>.

Question 8

8. What specific transport infrastructure is required through the Liverpool suburbs West of its CBD to meet the demands of the MIFT heavy vehicle transport to the Cumberland Highway as a major route to the freight's final destination?

ANSWER

I am advised:

The NSW Government has started early planning for a future upgrade and extension of Cambridge Avenue, Glenfield. This upgrade will improve access to the Moorebank Intermodal Terminal and address the long term population and employment growth in the Liverpool Moorebank sub region.

For more information, please visit

<https://www.rms.nsw.gov.au/projects/sydney-west/cambridge-ave-glenfield-upgrade/index.html>.

Question 9

9. Are there plans to develop roads from the M5 freeway west of the Hume Highway through the Liverpool open flood zone spaces to the Cumberland Highway?

ANSWER

I am advised:

The proposed Liverpool West Bypass would connect the M5 Motorway to the Cumberland Highway via the Brickmakers Creek corridor.

Question 10

10. We understand that revenue generated through the issuing of traffic infringement notices is supposed to be spent on making roads safer, how much revenue is generated per annum?

(a) What proportion of this funding is invested in:

- i. Road safety campaigns to encourage safer driver behaviour towards people riding bikes?**
- ii. Educating drivers on the new laws applicable to them that could make it safer for bike riders – like minimum passing laws?**

ANSWER

I am advised:

More than \$1 million was invested in the 'Go Together' cycling safety campaign between December 2015 and March 2017 to build and maintain awareness of the minimum passing distance requirements introduced on 1 March 2016. The focus of the campaign was on educating the community on cycling-related road rules and maximising the positive safety impact of these regulations. The campaign aired across online, radio and outdoor channels.

The 'Go Together' campaign was flighted again in May 2018 focussing on permissible exemptions to the road rules when passing a bicycle rider. The campaign utilised radio and social media, as well as TfNSW's owned channels, including posters at train stations and on-road messaging (Variable Message Signs).

Question 11

11. We understand advocates like Bicycle NSW have called for driver education on road rules as part of license renewal for years. How many road rules have changed over the past 5 years?

(a) What process does the Centre for Road Safety have for ensuring that drivers understand new rules?

(b) Has the Centre for Road Safety measured the impact of its road safety education?

(c) What proportion of NSW drivers has seen the campaign?

ANSWER

I am advised:

a) TfNSW utilises a combination of public communication and partner channels to communicate road rule changes, to ensure public awareness and understanding of changes. Key channels utilised are paid advertising (TV, radio, outdoor), social media, on-road messaging (Variable Messaging Signs), TfNSW website, publications and public relations activities, which have helped communicate the motorcycle lane filtering, minimum passing distance and 'slow down and give space' road rule changes over the past 5 years.

TfNSW continues to run the 'Go Together' cycling safety campaign to highlight cycling-related road rules and promote a positive culture of shared road use through its local area marketing program, in partnership with local governments across NSW, in addition to ongoing messaging through social media and Variable Messaging Signs.

b) The impact of the 'Go Together' cycling road safety campaign was evaluated across its broadcast, digital and owned channels.

c) The 'Go Together' cycling road safety campaign reached a significant proportion of NSW road users between December 2015 and March 2017, including over 2.3 million people through radio advertisements, 447,000 people through print advertising and 78 per cent of drivers/cyclists in the Sydney metropolitan area from outdoor advertisements. There were also more than 1.3 million people reached through Facebook posts and almost 150,000 views of the cycling safety animations.

In May 2018, the campaign reached almost 880,000 people and over 124,000 video views on social media.

Question 12

12. Does the government have a plan to develop and resource an active travel to school program in NSW?

(a) What budget has been allocated to this?[xiv]

ANSWER

I am advised:

This is a matter for the Minister for Education and Early Childhood Learning.

Question 13

13. Does the government measure the number of journeys taken by bike in NSW?

(a) There used to be bike counters and publically available figures, but these are no longer available. Are these counts still being recorded?

(b) Are there any measurements taken of the proportion of journeys taken to transport hubs, Universities, TAFE campuses or government offices by bike?

ANSWER

I am advised:

No.

Question 14

14. Is there data available on the Transport for NSW share e-bike program in Newcastle?

(a) Has this been well used?

(b) Are there any plans to expand this service?

ANSWER

I am advised:

Information about the share e-bike program is publicly available.

Question 15-17

15. When will we see well developed, costed and budgeted programs to roll out safe, separated cycling infrastructure in line with Future Transport 2056 plans?

16. How much was spent on cycling infrastructure in NSW in 2018?

17. It used to be possible to see which walking and cycling projects had been funded by RMS

(a) could this information be made public again?

ANSWER

I am advised:

The NSW Government is focused on cycling projects in line with Future Transport Strategy 2056. The strategy identifies the government's 40-year vision for transport planning to meet the demands of the predicted population growth in NSW. The strategy prioritises the delivery of connected cycling networks within 10 kilometres of metropolitan city centres by 2026, and within five kilometres of strategic centres by 2036. This vision supports the Greater Sydney Commission's objective of achieving a 30-minute city, where people live within 30 minutes of their workplace or services via active or public transport.

In the State Infrastructure Strategy 2018-2038, Infrastructure NSW recommended to the NSW Government that Transport for NSW:

- develop business cases on a city-by-city basis for an annual program of investment, to be delivered in partnership with local government, over the next 10 years in a network of protected cycleways linking major strategic centres throughout the Eastern Harbour City, the Central River City and the Western Parkland City; and**
- in partnership with local government, develop a 10-year rolling program that prioritises active transport at high volume and high profile locations in the Sydney CBD and other strategic centres.**

The NSW Government supports both of the recommendations of Infrastructure NSW and Transport for NSW continues to develop a Principal Bike Network strategy for consideration by the NSW Government.

Question 18-20

18. How many commuter car parking spaces are available at each station on the Sydney Metro Line?

Question 19

19. By what number, and where and when, will the number of currently available spaces be increased at these stations?

Question 20

20. How many commuter car parking spaces are proposed to be available at each of the stations in the Chatswood to Sydenham component on the Metro?

ANSWER

I am advised:

This information is publicly available.

Question 21

21. Did the then Transport Minister Gladys Berejiklian MP announce in 2015 that a 250 space multideck commuter carpark would be constructed at Oakes Road, Carlingford near the bus interchange?

(a) When will it be built?

ANSWER

I am advised:

This information is publicly available.

Transport for NSW is continuing to investigate options for additional commuter parking to service public transport customers using the M2 motorway.

With Sydney Metro North West now operational, overall patronage on bus services utilising the M2 motorway has decreased by around 35%.

Question 22

22. For each week to date since it commenced running, how many children have been abducted by Metro Trains, where parents have been left stranded while their child has been left unattended in the train?

ANSWER

I am advised:

The premise of your question is wrong. No children have been abducted by a metro train.

Question 23-25 & 30

23. How does the Minister suggest that pedestrian and cyclist safety will be guaranteed when the CBD and Eastern suburbs light rail opens?

24. Given the CCTV footage that was released on 30th July showing near-misses between cyclists, pedestrians and CBD and Eastern Suburbs light rail during testing, what has the Minister or the Department done to guarantee safety?

25. Why has there been no decision on the speed limit for light rail vehicles through the CBD?

30. Why are cyclists not mentioned in Transport for NSW's Light Rail Track Requirements (T LR TR 10000 ST)?

ANSWER

I am advised:

Safety has been a key priority for the CBD South East Light Rail project. Road safety audits have been undertaken at each stage of design and operations readiness and speed limits are being set to ensure safety. An extensive safety campaign commenced in early 2018 and will be ongoing well after services commence including marketing, school education resources and face to face engagement. NSW Police, NRMA and bicycle groups such as Bicycle NSW and Bike East are assisting TfNSW in messaging and in disseminating messages on safe behaviours around light rail. The footage of near miss incidents was released by TfNSW to raise awareness of safety issues around light rail. NSW Police support TfNSW and ALTRAC to address poor behaviours along the alignment. See answer to question 23.

From Moore Park tunnel to Circular Quay the speed limit for motorists and trams is 40km/h and in pedestrian zones it is 20km/h. However, along the alignment there are lower advisory speed limits for trams in many sections including in Devonshire and George Streets.

Question 26

26. What safety measures have been put in place to protect pedestrians and cyclists with respect to:

- (a) The Newcastle Light Rail,
- (b) CBD and Eastern Suburbs Light Rail and
- (c) Parramatta Light Rail?

ANSWER

I am advised:

Safety is and will continue to be the priority at all design, construction and operating stages of light rail projects.

All projects include in their planning, design and delivery a number of risk management activities to ensure projects are safe for all road users, including pedestrians and cyclists. These include road safety audits, quantitative risk assessments, and hazard management (guided by the Rail Safety National Law). Each light rail project has an independent safety assessor to ensure the project has been carried out in accordance with appropriate safety assurance.

The NSW Centre for Road Safety's website contains safety tips and other information for pedestrians and cyclists to help them stay safe when walking or cycling near trams running on the light rail network:

<https://roadsafety.transport.nsw.gov.au/staying-safe/light-rail/index.html#>

Newcastle

(a) The Newcastle Light Rail design was approved through the safety assurance process by an independent expert and an extensive light rail safety community engagement and public education campaign was undertaken. Signage, traffic lights, waiting zones, wayfinding and road markings across the city centre show cyclists, pedestrians and road users how to be safe around light rail.

Light rail drivers have also undergone thorough training and the Newcastle Transport website provides a safety message for pedestrians and cyclists riding near light rail.

Following the recent fatality of a cyclist in Newcastle, Transport is further reviewing safety measures in place to determine if there are other improvements that can be made.

CBD & South East Light Rail

(b) Safety measures include: road safety audits, infrastructure design, signage, speed limits, driver training, vehicle safety features and an extensive safety communications campaign.

Parramatta

(c) Safety is and will continue to be the priority at all design, construction and operating stages of the Parramatta Light Rail.

A number of features will enhance safety for pedestrians and cyclists, including traffic signals at crossings close to stops; safety fencing at stops where required; waiting zones incorporated into a range of pedestrian crossings; and signage, road marking and wayfinding to raise awareness of safety rules around light rail operations. Light rail drivers will undergo thorough training to ensure they have complete route knowledge and awareness of sensitive locations on the route.

TfNSW has been undertaking a comprehensive community and business engagement in relation to Parramatta Light Rail. This engagement will continue through the construction phase with a particular focus on raising community awareness of the changed conditions leading into the commencement of light rail testing and operations.

As part of the Parramatta Light Rail program, Transport for NSW will also deliver a five-kilometre active transport link from Parramatta to Carlingford, providing a safe route for pedestrians and cyclists away from light rail tracks and roads.

Transport for NSW is taking lessons learned from light rail projects around the country when it comes to the safety and wellbeing of pedestrians and cyclists.

The safe crossing of light rail for cyclists is being addressed and taken into consideration as part of our design development processes, and has been identified as a key safety consideration for the construction and operation of the Parramatta Light Rail project.

Question 27-29

27. Have adjustments to the tracks, vehicles or light rail infrastructure been made?

28. Have adjustments to the tracks, vehicles or light rail infrastructure on any existing light rail service been made?

29. Have any adjustments been made to Sydney's existing light rail networks in response to the safety concerns that have come to light?

ANSWER

I am advised:

Following the tragic death of a cyclist on the light rail tracks in Newcastle, a multi-skilled team from Transport for NSW reviewed the safety measures that had previously been implemented.

While the crash that prompted this safety review was the first recorded cyclist crash along the mixed running alignment, it was evident throughout this review that road safety risks to cyclists did exist throughout the section. The review has resulted in recommendations for not just Newcastle Light Rail but for all other light rail projects. The recommendations are currently being considered by Transport for NSW.

A safety education campaign 'Be Aware there is a Tram there' has been conducted since March 2018 in relation to the CBD and South East Light Rail, which was adapted for Newcastle in FY2018/19.

The next iteration of the safety campaign produced by Transport for NSW in 2019/20 "Heads Up!, Play it safe around light rail" has been deployed to educate all Sydney road users about the safe interaction with light rail.

Safety tips have been communicated to drivers, pedestrians and cyclists to educate them on safe behaviours around the light rail environment – including trams, tracks and interacting with each other in open paths.

Question 30

30. Why are cyclists not mentioned in Transport for NSW's Light Rail Track Requirements (T LR TR 10000 ST)

ANSWER

I refer you to my response to supplementary questions 23.

Question 31-44

31. When was the Department first made aware of concerns that cyclists had regarding the safety of the Newcastle Light Rail track?

32. What action did the Minister/Department take after a cyclist broke his arm in three places in October 2018 after an accident with Newcastle Light Rail tracks?

33. What action did the Minister/Department take after a cyclist broke his right knee in two places and spent five days in hospital in October 2018 after an accident with Newcastle Light Rail tracks at the intersection of Scott and Pacific Streets?

34. So the Minister and his Department were aware of serious concerns and incidents involving the Newcastle Light Rail tracks at the intersection of Scott and Pacific Streets in October 2018, 8 months before a cyclist tragically lost his life at this location?

35. Did you and your Department take appropriate steps after the serious incidents in October 2018 to ensure further incidents did not occur at the intersection of Scott and Pacific Streets?

36. Are you satisfied your Department took all appropriate measures to improve safety at the intersection of Scott and Pacific Streets?

37. Is the Minister aware that Bicycle NSW wrote to the Department about light rail safety and suggested technology that might work to protect cyclist safety?

38. What was the response?

39. Has the Minister or the Department considered adopting SafeRail or similar technology that stops cyclists tires from becoming lodged in the tracks at intersections where cyclists can't cross at 90 degrees?

40. Has the operator of the Newcastle Light Rail refused to consider using track inserts to improve safety of the tracks?

41. In the case of Mr Egan's death, has a report been prepared by the Department for the Coroner?

42. What does it say? Does it recommend changes at the intersection of Pacific and Scott streets, Newcastle, or at other locations along light rail routes in NSW?

43. Will you commit to investigating track inserts for the Newcastle Light Rail to improve safety for cyclist and pedestrians?

44. Will you commit to improving the safety of the intersection of Scott and Pacific Streets, where many accidents have occurred as result of the Newcastle Light Rail tracks?

ANSWER

I am advised:

The final Newcastle Light Rail design was approved through the safety assurance process by an independent expert. During construction and the start of operations, a comprehensive community engagement and public education campaign was carried out. The campaign was designed in consultation with the Newcastle Cycleways Movement and included school visits, distributing brochures to the community and local cycling groups, pop-up information stalls across Newcastle and Lake Macquarie, and delivering safety messages via traditional and social media channels. The Newcastle Transport website provides a safety message for cyclists riding near light rail.

Transport has also completed a safety investigation and will review all of the information to determine if there are any additional potential safety improvements that could be implemented. An updated cyclist signage installation and pavement line marking work program is being finalised and is scheduled to be installed in coming months.

Question 45-47

45. How many staff are employed in the unit responsible for coordinating active transport planning within Transport for NSW?

46. How have staffing numbers within this unit changed over the past ten years?

47. What is the total budget allocation in 2019-2020 for the unit responsible for coordinating Active Transport?

ANSWER

I am advised:

Information regarding Transport for NSW staffing numbers is publicly available in its annual reports. The NSW Government recognises that more people than ever before are walking or cycling to work or for leisure and fitness. Thanks to the strong economic management of the NSW Government, we have recently committed to investing a further \$197 million into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to over \$600 million, the largest commitment in the State's history.

Question 48-53

48. What were the key findings of the workshops held by Transport for NSW in October 2018?

49. What key projects were recommended after these workshops?

50. Which external organisations were involved in these workshop consultations?

51. What was the total cost of conducting these workshops?

52. How many were held?

53. When will the results of the workshop consultations be made public?

ANSWER

I am advised:

I refer you to my answer to Supplementary Questions 15 – 17.

Question 54-58

54. Does the Government measure the number of the Sydney Airport's 32,000 workers ride or walk to and from work?

Question 55

55. How many people use the Alexandria Canal Cycleway each day?

Question 56

56. Has RMS settled on a permanent replacement route for the cycleway following the consultation that closed on 21 June 2019?

Question 58

58. Is the Government offloading responsibility for cycling to and from the city and Airport?

ANSWER

I am advised:

I refer you to my answer to Supplementary Questions 15 – 17.

In addition, Transport for NSW is working with land owners, freight operators and local councils to coordinate the planning, design and delivery of the Sydney Gateway project. The project aims to increase capacity and improve connections to Port Botany and Sydney Airport, to assist with growth in passenger, freight and commuter movements across the region. Should the construction of the Sydney Gateway project require changes to the Alexandria Canal cycling path, the NSW Government is committed to providing cyclists with an alternative cycling route to ensure bicycle riders have a safe route both during Sydney Gateway construction, and in the long term.

Question 59-69

59. How many people are registered for bike lockers in NSW?

60. Has this number increased or decreased in the past six years?

61. By how much?

62. How many bike lockers are currently free and available?

63. What has been the total amount of money raised through key registrations for bike lockers?

64. How many new bike lockers will the Government install in the next five years?

65. Has this money been budgeted?

66. What is the amount budgeted to install new bike lockers?

67. What is the annual cost of maintaining bike lockers?

68. On how many occasions in each of the past six years have bikes locked in bike lockers been reported as stolen?

69. On how many occasions in each of the past six years have bikes locked in bike lockers been reported as damaged?

ANSWER

I am advised:

This information is publicly available.

Question 70-74

70. Is the Minister aware of the Minister for Planning's comments that he is "very aware that Sydney is not a cycle-friendly city" and that "much of that is the way in which the road network is shaped?"

71. Does the Minister for Transport agree that we need to change the way we use our roads to promote cycling and walking?

72. Why is the Minister ripping up the Alexandria Canal cycleway for a motorway?

73. Does the Minister support the Minister for Planning instigating rules for mandatory inclusion of cycling infrastructure like bike racks in new developments where parking ratios are lower in accordance with SEPP 65's exemption for properties within 400-600m to the entrance of a light rail stop or train station?

74. Why does the Minister think bike share programs failed to gain traction in Sydney after hitting a peak of a reported 22,000 trips in a week in December 2018?

ANSWER

I am advised:

This is a matter for the individual operators, not the NSW Government.

Question 75-79

75. How many bikes have been impounded under the Impounding Amendment (Shared Bicycles and Other Devices) Act 2018 No 51?

76. Was fine of \$500 per bike (up to \$2750 when issued by a court) for failing to remove a bike within 3 hours overly punitive? ANSWER

77. What was the total amount of revenue raised by NSW councils after impounding abandoned bikes from dockless bike-share companies?

78. Does the NSW Government still intend to impose a tougher code of practice for dockless share bikes in NSW?

79. What evaluation did Transport for NSW or the Office of Local Government undertake in relation to dockless share bikes?

ANSWER

I am advised:

This is a matter for the Minister for Local Government.

Question 80-90

80. How many bike sheds and lockers have been constructed in each of the past six years?

81. How many people have applied for bike shed access in each of the past six years?

82. According to Opal data, how many people use the bike sheds on a regular basis (at least three times a week)? At least once a week?

83. What is the total cost of maintaining bike sheds?

84. What is the total cost of maintaining each individual bike shed?

85. How does the government stop tail-gating in bike sheds?

86. On how many occasions in each of the past six years have bikes locked in bike sheds been reported as stolen?

87. On how many occasions in each of the past six years have bikes locked in bike sheds been reported as damaged?

88. How many new bike sheds will the Government install in the next five years?

89. Has this money been budgeted?

90. What is the amount budgeted to install new bike sheds?

ANSWER

I am advised:

This information is publicly available.

Question 91-96

91. Why did the Government set the age at which kids can legally ride on the footpath to 16?

92. Why were students aged 16-18 excluded?

93. What evidence was this based on?

94. Does the Government measure the number of kids under 16 who ride to and from school? If so, how?

95. Has there been any change in the number of children riding to and from school since the age limit of children allowed to ride on the footpath was raised?

96. Has the Government modelled what the impact on congestion would be if the age was increased to 18?

ANSWER

I am advised:

There is a risk of injury to a pedestrian if hit by an adult rider, as adults typically travel at higher speeds and are heavier, increasing stopping distance and the force of impact in the event of a crash. Therefore, bicycle riders aged 16 years or older must not ride on the footpath unless they meet certain criteria.

Question 97-99

97. Has Transport for NSW or Sydney buses explored options to install front of vehicle bike racks, or other options for bike racks?

98. If not, why not?

99. Will the Government install bike racks on the front or back of buses?

ANSWER

I am advised:

I refer you to the response to LA 1074.

Question 100-110

100. Is the Minister aware that hospitalisations of male cyclists over 45 years of age has increased by over 500% in the past 17 years?

101. Is the Minister aware that the number of people aged 45+ killed while riding has doubled from 41 to 81 deaths?

102. Is the Minister aware that 90% of cycling fatalities and 58% of hospitalisations occurred on the road?

103. Why does the Minister think there has been a sharp increase in the number of hospitalisations from cycling in NSW?

104. How is the Government responding to this?

105. What does the Centre for Road Safety propose to do to curb the fatalities and injuries on our roads?

106. How does the Centre for Road Safety measure the impact of its road safety education programs and campaigns?

107. In regards to the communications campaign and strategy around minimum passing laws, how does the Centre for Road Safety measure its own success?

108. What proportion of NSW drivers have seen the campaign?

109. We understand that Bicycle NSW together with NSW Police proposed to work together to develop an alternative road safety campaign, but have been denied funding to complete its development and distribution. Is this the case?

110. Why?

111. Does the Government have any plans to introduce registration or licenses for cyclists?

112. When was this last canvassed?

ANSWER

I am advised:

100-110. This is a matter for the Minister for Health and Medical Research.

111. Not at this present time.

112. In 2015, the NSW Government investigated a range of strategies, including licensing and registration, to increase bicycle rider compliance and safer interactions between bicycle riders and other road users.

After reviewing available evidence, the costs and complexities in developing a cycling registration scheme were viewed to outweigh any potential safety benefits.

Question 113-128

113. How does the Government measure cycling rates in Sydney and across NSW?

114. There used to be bike counters and publically available figures, but these are no longer available. Are these counts still being recorded?

115. Is the Minister aware that according to the 2017 National Cycling Participation Survey by Australian Bicycle Council, NSW has the lowest cycling participation rates in the country and Sydney has the lowest rate of all capital cities?

116. Is the Minister aware that the rates of cycling are dropping across Sydney and NSW?

117. Is the Minister aware that NSW spent only \$7.20 per capita on active transport in the 2019-2020 Budget?

118. It's fair, isn't it, to draw a correlation between our dismal cycling rates and the dismal amount being spent on the infrastructure we need to promote and improve those rates?

119. Does the Minister believe there is a correlation between their decision to raise fines and rip up separated cycleways?

120. Are there any awards or safety accreditations that businesses or the private sector can be nominated for that recognise high levels of safety investment and performance?

121. What investigations has Transport for NSW made into developing so-called "cycling super-highways?"

122. What corridors have been identified as appropriate for these so-called super highways?

123. Why are super-highways preferred over fine-grained connections between cycling infrastructure?

124. What discussions have Transport for NSW staff had with councils and other agencies in regards to cycling super-highways?

125. How would these cycling super-highways interact with the City of Sydney's proposed Sydney Cycling Network as endorsed by Infrastructure Australia?

126. Are cycling super-highways linked to existing public transport or roads infrastructure?

127. Has the Government budgeted any funds to progress cycling super-highways?

128. Has the Minister or Transport for NSW officials met with the NRMA to discuss cycling super-highways?

ANSWER

I am advised:

I refer you to my answer to Supplementary Questions 15-17.

Question 129-132

129. Has the Minister, Transport for NSW or Roads and Maritime Services received complaints regarding police not investigating cycling accidents or mishaps?

130. Has the Minister, Transport for NSW or Roads and Maritime Services received complaints regarding police not investigating cycling accidents or mishaps where the cyclist has evidence on a personal recording device, go-pro or dash-cam?

131. What is the current regulation in NSW regarding motorcyclists attaching personal recording devices such as go-pros on their helmets?

132. Does the same regulation apply to cyclists?

ANSWER

I am advised:

The current regulation in NSW regarding motorcyclists attaching personal recording devices such as go-pros on helmets:

A person may fit an attachment to a motorcycle helmet providing it has been approved by the manufacturer. If it has not been approved by the manufacturer, the helmet no longer applies with the AS/NZS1698 or the Global UNECE standard and so is no longer approved under the Road Rules 2014.

A person may fit an attachment to a cycle helmet providing it has been approved by the manufacturer.

Rule 256 of the Road Rules requires a cyclist must wear an approved bicycle helmet, and this has been determined to be one that complies with the Australian Standard AS/NZS 2063.

This has an identical requirement for attaching devices as AS/NZS 1698, namely that no attachments should be made to the helmet except those recommended by the helmet manufacturer.

Question 133-136

133. What have been the delays in granting approvals in relation to this project?

134. What funding has been allocated by the Government to realise this project?

135. Is Transport for NSW still meeting with the relevant councils to progress the project?

136. When did you last meet with each Council?

ANSWER

I am advised:

The premise of your question is wrong. I refer you to my previous response, LA 0834.

Question 137-150 &152

137. Who is on the Electric Scooter Working Group within Transport for NSW?

138. How many times has the Electric Scooter Working Group met since the State Government announced it in February 2019?

139. Has the Electric Scooter Working Group reported back to the Minister?

140. What have they recommended?

141. If they have yet to report back, when will they do so?

142. What are the terms of reference for the Electric Scooter Working Group?

143. What planning has been undertaken to conduct a trial of electric scooters?

144. Why was a mooted trial of electric scooters in Manly cancelled?

145. What other local government areas are currently being considered for an electric scooter trial?

146. Does the Minister see a future role for electric scooters in NSW? How?

147. Should electric scooters be ridden on the road or the footpath?

148. What infrastructure is needed to ensure that electric scooters are safe

149. On how many occasions has the Minister met with the leadership of Lime bikes?

150. How many fines have been issued in each of the past three financial years for illegally riding a motorised scooter in NSW

152. Who is on the Electric Scooter Working Group within Transport for NSW?

ANSWER

I am advised:

I refer you to my previous response, LA 0955.

Question 151

151. What has been the total amount raised in each of the past three financial years from fines issued for illegally riding an electronic scooter?

ANSWER

I am advised:

This is a matter for the Minister for Finance and Small Business.

Question 153-157

153. Of the \$15.1 billion allocated to new transport capital expenditure in the most recent NSW Budget, why is only 0.38% or \$57 million being invested in new walking and cycling infrastructure projects?

Question 154

154. Why does NSW spend less per capita on cycling compared to the ACT, Queensland, WA and Tasmania?

155. Why is the total amount of \$256 million in the State Budget (\$57 million per annum) less than \$264 million (\$66 million annually) promised during the State election?

156. When will we see well developed, costed and budgeted programs to roll out safe, separated cycling infrastructure in line with Future Transport 2056 plans

157. How much was spent on cycling infrastructure in NSW in 2018? It used to be possible to see which walking and cycling projects had been funded by RMS – why is this no longer the case and will this level of detail be restored?

ANSWER

I am advised:

I refer you to my answer to Supplementary Questions 15-17.

Question 158-162

158. Why are Sydney Trains continuing to delay approvals for the GreenWay project?

159. What has the Minister done to progress these approvals since the issues were first raised in February 2019?

160. Has the Minister met with the Mayor of Inner West Council in relation to this matter?

161. Has the Minister made any direction or representations to Transdev to progress approvals for the GreenWay?

162. How much of the \$18 million committed to the project by the State Government has been spent to date on the GreenWay?

ANSWER

I am advised:

The premise of your question is wrong. I refer you to my previous response, LA 0834.

Question 163

163. Will the NSW Government require all vehicles be fitted with side underrun protection and blind spot sensors, or to have high visibility cabins to reduce the chance that a mistake will prove fatal to a person riding a bike or a pedestrian?

ANSWER

I am advised:

TfNSW raises awareness of the latest technologies to improve heavy vehicle safety this includes technology that specifically addresses the risks of heavy vehicles and cyclists sharing the road. Examples include:

- **automatic emergency braking systems, (including reversing braking systems),**
- **lane departure warning systems,**
- **blind spot elimination, cameras, mirrors, and sensor systems**
- **Underrun barriers attached to the side of heavy vehicles which are designed to prevent cyclists and motorcyclists falling under the vehicle.**

Question 164

164. When will we see all NSW Government procurement contracts set these standards and prioritise safety?

ANSWER

I am advised:

All procured vehicles comply with all pedestrian safety standards.

Question 165

165. Is it correct that in 2012-2013, a total of 3,298 fines were issued for cycling or personal transport fines (a total of \$217,805 in revenue)?

ANSWER

I am advised:

This is a matter for the Minister for Police and the Minister for Finance.

Question 166

166. Is it correct that in 2017-2018, a total of 10,419 fines were issued for cycling or personal transport fines, for a total revenue intake of \$2,705,083?

Question 167

167. Is it correct that in 2017-2018, only 28 fines were issued for failing to leave one metre when passing a cyclist? And the total revenue of that offence is \$9,240?

Question 168

168. Is there a correlation between the increase in fines and the reduction in cycling rates across Sydney?

ANSWER

I am advised:

This is a matter for the Minister for Police and the Minister for Finance.

Question 169

169. Is there a specific requirement for the fines to be spent on cycling or pedestrian safety when transferred to the Centre for Road Safety?

(a) What proportion of this funding is invested in:

(b) Road safety campaigns to encourage safer driver behaviour towards people riding bikes?

ANSWER

I am advised:

Transport for NSW will fund NSW community based organisations. Applications for grants that may impact upon road infrastructure will be subject to approval by Roads and Maritime Services or local council before being granted.

Proposals need to demonstrate a road safety issue and propose an effective project concept to address the problem. They will be assessed using standard assessment criteria, outlined in the Guidelines for applicants.

Question 170

170. Educating drivers on the new laws applicable to them that could make it safer for bike riders – like minimum passing laws?

ANSWER

I am advised:

This is a matter for the Minister for Education and Early Childhood Learning.

Questions 171 - 177

171. Is it correct that the cost of congestion in Sydney is set to cost us about \$15 billion by 2031?

172. Is it correct that Infrastructure Australia predicts traffic delays are set to increase by 2031, even with its infrastructure projects coming online?

173. Is it correct that 1 million daily short-trips in Sydney are taken by private cars within a radius of less than 5km?

174. Does the Minister accept Infrastructure Australia's assertion that a 2-5% shift of short—distance car trips would reduce cars on our roads by 20,000-50,000 vehicles a day?

175. Does the Government support the City of Sydney's Inner City Regional Bike Network, as listed on Infrastructure Australia's Infrastructure Priority List?

176. What funding has the NSW Government committed to realising this project?

177. What conversations with Infrastructure Australia have occurred in relation to this project?

ANSWER

I am advised:

171-173. This information is publicly available.

174-177. I refer you to my answer to Supplementary Questions 15-17.

Question 178

178. Has the Minister met with Lord Mayor Clover Moore (the proponent of the project?)

ANSWER

I am advised:

I regularly meet with the Lord Mayor of Sydney on a range of transport matters.

Question 179-181

179. Is the project likely to be implemented in the next 0-5 years, the timeframe indicated by Infrastructure Australia?

Question 180

180. Has the Government provided any assistance to the City of Sydney to develop a complete business case?

181. Is it correct that the cost of congestion in Sydney is set to cost us about \$15 billion by 2031?

ANSWER

I am advised:

179-180. I refer you to the response to supplementary question 15-17.

181. This information is publicly available.

Question 182

182. What requirements are there for active transport infrastructure to be included as part of major infrastructure projects including road, rail and freight projects?

ANSWER

I am advised:

Sydney's Cycling Future (2013) sets out the policy for providing active transport infrastructure through transport and development projects: "The needs of people on bikes will be included throughout the planning of new and upgraded road, rail, bus and interchange projects, including corridor protection and the provision of infrastructure when projects are designed or constructed. Bicycle facilities will be identified and delivered parallel to major transport corridors, in partnership with local councils".

Transport for NSW is currently developing a guideline/direction document to ensure there is consistency in understanding and application of this policy for future transport infrastructure projects.

The NSW Government has also committed \$285 million towards walking and cycling infrastructure to be delivered as part of major projects.

Question 183

183. What are the active transport commitments associated with:

- (a) WestConnex M4 East?**
- (b) WestConnex M5?**
- (c) WestConnex M4-M5?**
- (d) The Sydney gateway Project?**
- (e) Northconnex?**
- (f) Sydney Metro?**
- (g) Sydney Metro Southwest?**
- (h) CBD and Eastern Suburbs light Rail?**
- (i) Parramatta Light Rail?**

ANSWER

I am advised:

I refer you to my answer to Supplementary Question 182.

Question 184

184. Are there any safety performance measures, incentives, awards or bonus structures that recognise good performance of NSW infrastructure, Councils or regions when it comes to walking and cycling?

ANSWER

I am advised:

The Walking and Cycling (Active Transport) Program has historically supported the delivery of projects that focus on improving walking and cycling connectivity and safety. The improvements that a project makes towards walking and cycling safety is assessed for each project submitted to the Program and is a key factor towards the Program's project selection.

Question 185

185. What is the cost-benefit analysis formula applied to active transport projects?

ANSWER

I am advised:

Benefit-cost ratios for transport infrastructure projects developed by Transport for NSW, including active transport projects, are determined in accordance with the Transport for NSW and Treasury guidelines for business cases.

Question 186

186. How does the inclusion of active transport in a major project impact the cost-benefit analysis of major infrastructure projects?

ANSWER

I am advised:

The cost-benefit impact of including active transport in a major project varies based on the identifiable benefits and costs that can be attributed to the proposed active transport infrastructure.

Question 187

187. What would the cost-benefit analysis for WestConnex be now given the cycling path has been deferred?

ANSWER

I am advised:

The cycleway opened in line with the project opening, and was not delayed.

Question 188

188. How do Police enforce the Minimum Distance Passing law?

ANSWER

I am advised:

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

Question 189 - 202

189. What has the Government done to improve awareness of the Minimum Distance Passing Law?

190. Since its implementation, how much money has the Government spent on publicising the Minimum Passing Distance Law to motorists?

191. Has the Centre for Road Safety measured the impact of its road safety education?

192. What proportion of NSW drivers have seen the campaign?

193. Are the regulations in the Minimum Passing Distance Law included as part of tests for learner drivers?

194. What has been the total amount collected in fines for disobeying the Minimum Distance Passing Law since it was introduced and what have been the total number of fines issued?

195. Where has there been a concentration of fines?

196. Are they predominantly on metropolitan or regional roads?

197. Has Transport for NSW met with the City of Newcastle in relation to the Newcastle Cycling Strategy?

198. When was the most recent meeting?

199. Does the Government support the strategy?

200. Has the Government committed any funds to the strategy?

201. Is there data available on the Transport for NSW share e-bike program in Newcastle?

202. Has this been well used? Are there any plans to expand this service

ANSWER

I am advised:

The NSW Government encourages all road users to share the road safely. Transport for NSW's 'Go Together' campaign aims to raise awareness that drivers, cyclists and pedestrians all need to 'Go Together' safely. The campaign highlights that all road users should respect each other and their space on the road, to ensure everyone stays safe. More information is available at gottogether.transport.nsw.gov.au.

Transport for NSW is running a new burst of the 'Go Together' campaign to raise awareness of the Minimum Passing Distance (MPD) rule and its

exemptions. This includes posts on the NSW Road Safety Facebook page, posters at train stations, frequently asked questions and an animated video on Transport for NSW's Centre for Road Safety website, and messages on overhead variable message signs on motorways, major roads and freeways. Transport for NSW's Centre for Road Safety met with the Amy Gillett Foundation, Bicycle NSW and NSW Police Force on 25 September 2018.

Following the meeting, Transport for NSW has committed to:

- Update a MPD fact sheet to be sent to NSW Police on enforcement of the rule.**
- Develop a social media calendar for the first six months of 2019 with MPD educational content for all road users.**
- Continue variable message sign messaging on NSW roads to educate road users on the rule.**

Further, the Road Safety Plan 2021 includes a commitment to develop new platforms and enhanced road safety content in driver testing, including safe interaction with other road users. As part of this, NSW is completing a Driver Licence Modernisation project, which includes:

- A review of the Driver Knowledge Test syllabus, including a review of content related to awareness of other road user groups.**
- Enhancement of road safety education resources to include content on safe behaviours which address the road safety needs of vulnerable road user groups.**

Question 203-211

203. Does the NSW Government support rail trails in regional communities?

204. In all cases?

205. What was the total amount of the \$100 million promised to fund regional rail trails and airports has been dedicated to rail trails and airports respectively?

206. Has work on the pilot rail trail from Tumbarumba to Rosewood commenced?

207. If so, what is the progress and timeline for the project?

208. What are the conditions by which the Tumbarumba to Rosewood pilot be considered successful?

209. Considering that the pilot has seen work on other rail trails cease across the State, how is the Government working to ensure these projects do not stall?

210. How did the forced merger of regional councils impact plan for regional rail trails?

211. Does the NSW Government support the Crookwell to Goulburn Rail Trail project?

ANSWER

I am advised:

This is a matter for the Deputy Premier, Minister for Regional New South Wales, Industry and Trade.

Question 212

212. We are aware that the Blue Derby mountain bike development yielded a \$30M per year return on an investment of \$3.1M. Does this government have plans to invest in similar high-return facilities for bike riders in NSW?

213. Does it undertake evaluations of the impact of its investment on communities?

ANSWER

I am advised:

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

Question 214

214. Why is the setback from rail tracks 6m in NSW when it is 3m in Victoria?

ANSWER

I am advised:

This is a matter for the Minister for Planning and Public Spaces.

Question 215-216

215. Has the Minister or Transport for NSW made a decision in relation to building a separated cycleway in conjunction with the proposed Sydney Metro Southwest?

216. If not, why not?

ANSWER

I am advised:

Information regarding the active transport components of the Sydney Metro City and Southwest project are publicly available.

Question 217

217. In addition to lifts and ramps, does the Transport Access Program provide for greater access to stations by cyclists or pedestrians?

Question 218

218. How much money has the Government allocated to installing bike racks and other cycling infrastructure at NSW Train Stations?

Question 219

219. Have these costs been included in the Transport Access Program?

ANSWER

I am advised:

This information is publicly available.

Question 220-225

220. How does the Government measure walking rates in NSW?

221. How does the NSW Government record pedestrian safety in NSW?

222. Has the NSW Government considered using pedestrian sensors as is the case in Chicago, Melbourne and other cities?

223. Has this technology been discussed with any local councils in NSW, including the City of Sydney?

224. What technology do we use when we are measuring the number of cars that use a road?

225. Do you accept that the lack of technological advancement in the way we count pedestrians mean that pedestrians are under-represented in planning and infrastructure?

ANSWER

I am advised:

I refer you to my answer to Supplementary Questions 15-17.

Question 226

226. What plans does the Government have to ensure cycling and pedestrian links are included in plans for the Western Sydney Aerotropolis?

ANSWER

I am advised:

This is a matter for the Australian Government.

Question 227-230

227. Why are seniors required to continue buying the Gold Opal Card rather than use contactless payments or credit cards?

228. What are the technological impediments to seniors being able to use credit cards or contactless payments to travel, with their discount applied?

229. Why are applicants required to apply online for the Gold Opal card and not purchase the concession opal card from vendors?

230. How does the Government assist Gold opal card holders to top up their cards in cases where they do not have access to internet, computer technology or credit cards?

ANSWER

I am advised:

I refer you to the answer given at the Hearing.

Question 231-235

231. Has Transport for NSW commenced discussions with either the University of Wollongong or Wollongong City Council over future plans for the free Gong Shuttle? If not, when does Transport for NSW plan to approach the current co-funders?

232. Will Transport for NSW be seeking a financial contribution from these organisations or others to keep the Gong Shuttle free beyond the expiry of the current funding period on 30 June 2021?

233. Does it remain the Minister's or Transport for NSW's plan to introduce fares on the free Gong Shuttle if there is no financial contribution from other organisations or will the Government fully fund this service beyond 2021?

234. If co-funding of the Gong Shuttle is required, will Transport for NSW be seeking financial contributions from other organisations in addition to the current co-funders? If so, which other organisations will be approached and why? If not, why not?

235. If the current co-funding organisations do not commit to providing further financial support on what date will Transport for NSW cease negotiations?

ANSWER

I am advised:

Under the July 2018 Funding Agreement between Transport for NSW (TfNSW), the University of Wollongong, and Wollongong City Council, the Gong Shuttle will remain fare-free until 30 June 2021. TfNSW received offers of annual funding from the University of Wollongong and Wollongong City Council of \$350,000 (exclusive of GST) each to keep the Gong Shuttle fare free for three years. The Agreement also contains a meeting schedule that was agreed between the parties prior to execution. In accordance with the Agreement, the next meeting is scheduled for March 2020 to review the service.

Question 236

236. Does the Minister agree that patronage numbers suggest that this remains a popular and necessary service for Wollongong CBD?

ANSWER

I am advised:

Transport for NSW will continue to monitor patronage on all local bus services, including the Gong Shuttle, and will make service improvements or adjustments when and where they are needed to provide the best outcomes for customers and the Government.

The Government takes a balanced approach when it comes to service design, attempting to strike a balance between service need and resource efficiency. There are no plans to alter the current frequency or route for the Gong Shuttle at this time.

Question 237

237. On what date will the community consultation about the upgrade of Unanderra Station commence?

ANSWER

I am advised:

The project is in the early planning phase. Community consultation will be undertaken once planning has progressed, including preparation of the Review of Environmental Factors, scheduled to occur in early 2020. Subject to community consultation and planning approval, construction funding will be made available, with work expected to start in mid-2021.

Question 238

238. Over what time period will consultations on the upgrade of Unanderra Station take place?

ANSWER

I am advised:

Community consultation occurs at various stages throughout the project lifecycle. Transport for NSW consults with the community and key stakeholders to inform concept design. This design then informs the Review of Environmental Factors, which is placed on public display for a minimum of 14 calendar days, during which time further consultation is undertaken.

Question 239

239. Will there be more than a “pop up” information stall at the station as has been suggested in LA625? If so, what additional means of community consultation will be undertaken?

ANSWER

I am advised:

The community will be kept informed and given opportunities to provide feedback on early plans through a number of engagement strategies, including community drop-in sessions, newsletters, an interactive website, advertisements in the local newspaper, and signage at the station.

Question 240

240. On which measures did Fairy Meadow station, a station considered accessible because of the ramps it currently has, rank above Unanderra Station, which only has 72 stairs through which passengers access the station?

ANSWER

I am advised:

The Transport Access Program (TAP) delivery strategy has been developed with consideration of project construction complexities, project interdependencies, availability of resources, and balancing efficient delivery with value for money.

To prioritise projects, the delivery strategy also considers geographical proximity to other TAP projects to gain efficiencies; package size (i.e. number of projects) to attract companies with the appropriate level of expertise; and groupings of projects that are similar in nature. Any efficiency realised through this packaging strategy will be put towards additional prioritised locations.

This strategy may result in some announced stations with a lower need ranking being delivered ahead of stations with a higher need ranking. The indicative completion for Unanderra is 2022.

Question 241-242

241. Is the Minister/department aware of the decades long community campaign to secure an access upgrade for Unanderra Station? Does the Minister/department consider community expectations when ranking and prioritising nearby stations?

242. Are community expectations or desires taken into consideration when prioritising two nearby stations that have relatively similar rankings when considered on the Transport Access Program assessment criteria?

ANSWER

I am advised:

Transport for NSW determines the priority of upgrades using evidence-based criteria, including:

- Current and future patronage**
- The needs and demographics of customers who use the location**
- Whether important services such as hospitals or educational facilities are nearby**
- Cumulative impacts of other construction projects**
- The accessibility of other nearby transport interchanges and facilities**

The list of upgrades is regularly reviewed to ensure that the community can have confidence that upgrades are delivered where they are needed most.

Question 243-244

243. How many representations have you received from Members of Parliament regarding Newcastle buses since the chaos created by network and timetable changes on 14 January 2018?

244. How many of those representations have you personally responded to?

ANSWER

I am advised:

Representations received from Members of Parliament are responded to as a matter of course.

Question 245-246

245. Are you aware of the downturn in trade on Beaumont Street, Hamilton, since the buses were removed from the popular shopping strip?

**246. Will you reinstate bus services along Beaumont Street, Hamilton?
(a) If not, why not?**

ANSWER

I am advised:

Beaumont Street continues to be serviced by six bus routes that travel on both Tudor and Donald Streets, including two frequent route services that run every 15 minutes between 7am and 7pm.

Beaumont Street has benefitted from almost 200 additional weekly services under the new operator and the urban amenity of Beaumont Street and the experience of alfresco diners is greatly improved by the new bus network.

Question 247-248

247. Are you aware that Casurina Circuit, Warabrook, which has a nursing home and social housing properties along it, no longer has a bus service?

Question 248

248. Will you reinstate bus services to Casurina Circuit, Warabrook?

ANSWER

I am advised:

Residents of Casurina Circuit, Warabrook can catch route 47 services from the bus stop on Warabrook Boulevard.

Question 249

249. How many bus stops were closed in Newcastle as part of Keolis Downer's (KD) network changes?

ANSWER

I am advised:

Information about bus stop locations is available on the Newcastle Transport website.

Question 250

250. What do you say to community members who have experienced poor connections, bus stop closures, cuts to services and longer journey times as a result of changes to Newcastle's transport network?

ANSWER

I am advised:

Transport for NSW has been listening to individual customer feedback and is committed to providing flexible transport options for the broader community, no matter where they are travelling to and from. The Newcastle Transport network is designed to connect outer urban areas with key activity centres, where customers can connect to other transport services. The transport network aims to meet the majority of customer needs and encourage public transport usage across Newcastle and Lake Macquarie.

Improvements to the Newcastle Transport network have resulted in more people using public transport. In July 2019, there were more than 530,000 customer trips on buses, ferries and light rail in the Newcastle Transport area, a more than 15% increase in public transport trips compared with July 2018.

Newcastle Transport will be reviewing services and timetables annually to make sure they are providing the best possible transport services for all our customers. As part of the Customer Satisfaction Survey program, customers using Newcastle Light Rail network were surveyed for the first time in May 2019. The result was positive with overall customer satisfaction with the services at 96% - with Cleanliness having highest satisfaction level at 99%. Customers are also very happy Timeliness, Safety and Accessibility – all with more than 9 out of 10 customers being satisfied.

Question 251-256

251. Between July 2018 and June 2019 KD only meets their on-time running KPI 50% of the time, is this acceptable?

252. Are there any financial penalties for poor on-time running?

253. Has KD incurred any penalties for their poor on-time running?

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

255. How are these incentive payments calculated?

256. What incentive payments have been paid to date?

ANSWER

I am advised:

Under the contract, the government sets minimum service standards and KPIs, the operator is paid a base contract rate to plan and run services and is incentivised to grow patronage; this means the operator has a strong incentive to design a network and run services that meets local needs.

Improvements to the Newcastle Transport network have resulted in more people using public transport. In July 2019, there were more than 530,000 customer trips on buses, ferries and light rail in the Newcastle Transport area, a more than 15% increase in public transport trips compared with July 2018.

Newcastle has been a city in transformation, with on time running impacted by a number of external factors including traffic congestion, unprecedented construction activity in the CBD and the introduction of major events. Notwithstanding, on time running in the Newcastle Transport contract region has been improving since the first review of the new network in July 2018.

Further, timetable changes came into effect on 30 June 2019 designed to improve reliability. On Time Running targets have been met in 6 of the last 8 months (to end July 2019).

Payments under the contract are commercial in confidence.

Question 257-259

257. I refer to 2019-20 Budget Paper No. 1 - Budget Statement - Chapter 5 – Expenditure, page 6 of this section of the budget states the following:

(a) “Major parameter and other budget variations that increase expenses across the budget and forward estimates, relative to the 2019 Pre-election Budget Update, include:

258. \$359.8 million for the continued delivery of bus services in Newcastle and some areas of Sydney”

259. Can you please explain the additional \$359.8 million going to the private operators of Newcastle and Sydney bus services?

ANSWER

I am advised:

The additional \$359.8m relates to four years (2020 to 2023) of bus contract costs for Newcastle Integrated Services Contract and Metro Bus Contract - Region 6.

These two contracts were recently renewed, and the additional cost is due to changes to the contractual agreements whereby TfNSW now pays the gross cost of the contract but recognises the farebox as revenue.

Previously TfNSW paid these operators the net cost of the contract after taking into account farebox which the operator received.

Question 260

260. Is this an increase in the original contract value signed between the NSW Government and the private operator of Newcastle Transport?

ANSWER

I am advised:

No, this is not an increase in original contract value. It is an increase in contract payments to the operator fully offset by increase in farebox revenue received by TfNSW.

Question 261

261. What was the annual cost to tax payers when the Newcastle public transport network was operated by State Transit for each of the following years:

- (a) 2011-12;**
- (b) 2012-13;**
- (c) 2013-14;**
- (d) 2014-15;**
- (e) 2015-16; and**
- (f) 2016-17?**

ANSWER

I am advised:

Financial statements are available in the State Transit Authority Annual Reports.

Question 262

262. What was the original value of Keolis Downer's contract to operate the Newcastle integrated services?

ANSWER

I am advised:

The 10 year Newcastle Integrated Services Contract between Transport for NSW and Keolis Downer Hunter is \$450 million. Under the contract, the government sets minimum service standards and KPIs, the operator is paid a base contract rate to plan and run services and is incentivised to grow patronage, so the amount the operator is paid depends on how well they perform.

Question 263-268

263. Why has Transport for NSW refused to fund the Newcastle Park and Ride forced Council to pay for it?

264. Are you aware that the park and ride service keep cars out of the city, frees up parking spaces in the CBD from all day parkers?

265. Why are you refusing to fund this important service?

266. If you continue to refuse to fund the Newcastle Park and Ride, will you consider rerouting high frequency buses service via McDonald Jones Stadium?

267. When the Park and Ride service was funded by Transport for NSW were Keolis Downer counting park and ride service passenger numbers toward their patronage growth?

268. Has this increased their patronage and resulted in incentive payments to the private operator?

ANSWER

I am advised:

Government funding for the Park and Ride service was always linked to alleviating the impact of light rail construction in the city centre and it was only ever designed to be temporary.

Light rail services are now up and running, completing Newcastle Transport's multimodal service offering.

Park and Ride users represent only around 1% of bus customers in the Newcastle Transport area and current timetabled bus routes servicing the city have capacity to carry existing park and ride users.

Customers wishing to continue to travel from the stadium can get a bus from Lambton Road, Broadmeadow. Route 13 runs into Newcastle's CBD every 15 minutes between 7am and 7pm, and route 26 runs to the Newcastle Interchange every 30 minutes during peak times.

Alternatively, customers may choose to park their car close to any frequent bus route and complete their journey into the city by bus. Newcastle Transport's new bus network offers four frequent routes that run every 15 minutes and eight services that run every 30 minutes on weekdays during peak times.

Payments under the contract are commercial in confidence.

Question 269

269. Customer satisfaction has slumped under the private operator, what action has the Minister taken to address this?

ANSWER

I am advised:

Improvements to the Newcastle Transport network have resulted in more people using public transport. In July 2019, there were more than 530,000 customer trips on buses, ferries and light rail in the Newcastle Transport area, a more than 15% increase in public transport trips, compared with July 2018.

May 2019 Customer Satisfaction Survey results for Newcastle Transport buses show overall customer satisfaction is 86%, which is 13 percentage points higher than 12 months ago.

These results are heading in the right direction and the operator of the Newcastle Integrated Services Contract has a number of measure in place to address areas of customer concern.

Customers using Newcastle Light Rail network were surveyed for the first time in May 2019. The result was positive with overall customer satisfaction with the services at 96%.

Question 270

270. With the private operator failing to meet on-time running KPI's, hundreds of thousands of fewer trips on the network, school children left stranded at bus stops, longer journey times and bus stop closures, what penalties have you imposed on Keolis Downer for their mismanagement of transport in Newcastle?

ANSWER

I am advised:

Your question proceeds on a false premise.

Question 271-272

271. What is the final cost of the Newcastle Light Rail project?

272. Please provide a breakdown of all cost variances for the Newcastle Light Rail project.

ANSWER

I am advised:

I refer you to the previous response, LC 1758.

Question 273

273. Please provide a breakdown of fare box revenue for the Newcastle Light Rail for each of the following months:

- (a) February;**
- (b) March;**
- (c) April**
- (d) May;**
- (e) June;**
- (f) July; and**
- (g) August.**

ANSWER

I am advised:

Opal fare box revenue is available in the Transport for NSW Annual Report.

Question 274

274. Please provide a breakdown of trips by card type for the Newcastle Light Rail for each of the following months:

- (a) February;**
- (b) March;**
- (c) April**
- (d) May;**
- (e) June;**
- (f) July; and**
- (g) August.**

ANSWER

I am advised:

This information is available on the Transport for NSW website.

Question 275

275. What is the final cost of the Newcastle Urban Transformation and Transport Program?

ANSWER

I am advised:

I refer you to my previous response, LA 0694.

Question 276

276. How much is Keolis Downer paid to operator the Newcastle Light Rail?

ANSWER

I am advised:

I refer you to my answer to Supplementary Question 262.

Question 277

277. What percentage of passengers using the Newcastle Light Rail were Train passengers for each of the following month

- (a) February;**
- (b) March;**
- (c) April**
- (d) May;**
- (e) June;**
- (f) July; and**
- (g) August?**

ANSWER

I am advised:

Newcastle light rail has been embraced both as an independent mode of travel around the city centre, and to connect with other modes of transport for customers complete their journey.

Light rail is already showing its worth as a valuable part of Newcastle's integrated transport network, with around a quarter of light rail customer journeys resulting from a transfer from a train service.

The percentage of Newcastle Light Rail passengers interchanging between Train and Light Rail or between Light Rail and Train, by month were:

- (a) February 36%**
- (b) March 36%**
- (c) April 39%**
- (d) May 43%**
- (e) June 39%**
- (f) July 41%**
- (g) August 45%**

Question 278-279

278. On what date was the business case for the Newcastle Light Rail finalised?

279. What was the cost estimate included in this business case?

ANSWER

I am advised:

Information about the light rail project was released, including the comprehensive Review of Environmental Factors (REF) and associated technical papers, to seek feedback from the public, engage in open dialogue, and as part of a commitment to transparency.

Question 280-285

280. When will the Government release its business case for the expansion of Newcastle's light rail?

281. Why has the business case not been released already, given that the Government agreed to the expansion when heavy rail truncation was legislated in 2015?

282. Does the Government have a timeframe for the completion of future Newcastle light rail works?

283. You said in February this year you said the business case was in its "final stages" and "just being polished", when will it be released?

284. Do you agree with comments by Hunter Business Chamber CEO, Bob Hawes that the extension study is "certainly overdue"?

285. How much of the \$10 million committed to the business case for the expansion of the light rail has been spent to date?

ANSWER

I am advised:

Future Transport 2056, released in March 2018, identified extending Newcastle Light Rail as 0-10 year initiative for investigation. The draft Strategic Business Case was prepared late 2018 and has been under review. The NSW Government will release a summary of the Strategic Business Case in due course.

Question 286

286. What was the total cost of the Newcastle Light Rail Schools Program?

ANSWER

I am advised:

The Newcastle Light Rail Schools Program was part of the Newcastle Light Rail program, which is on budget.

Question 287

287. What is the total cost of the advertising for the Newcastle Urban Transformation and Transport Program?

ANSWER

I am advised:

Advertising was part of the total Newcastle Urban Transformation and Transport Program, which remains on budget.

Question 288-290

288. Are bikes allowed on the Dulwich Hill Light Rail Line?

289. Will bikes be allowed on Sydney CBD Light Rail?

290. Are bikes allowed on the Newcastle Light Rail?

ANSWER

I am advised:

This information is publicly available.

Question 291

291. How many time has the Newcastle Light Rail broken down?

(a) What caused these breakdowns?

ANSWER

I am advised:

Less than 1% of Newcastle Light Rail services have been delayed since services started in February 2019, generally due to minor technical issues causing minimal customer disruption. Incidents will occur on the network from time to time, and Newcastle Light Rail is built to handle such contingencies.

Question 292-294

292. Has the government sold parts of the former Newcastle rail corridor?

293. How much has the government received from the sale of the corridor?

294. I refer to the Hansard from that debate Transport Administration Amendment (Closure of Railway Line at Newcastle) Act 2015 No 32 where former Leader of the Government in the Legislative Council Duncan Gay said “We will implement legislation as soon as possible to hypothecate 100 per cent of the proceeds of the rail corridor development to the Newcastle urban renewal; all the money that we realise will go back into urban renewal.”, has this legislation been implemented as committed?

ANSWER

I am advised:

This is a matter for the Minister for Planning and Public Spaces.

Question 295-297

295. What is the total cost of the Newcastle Interchange project?

296. What is the total cost of the Newcastle Bus Interchange?

297. Why were appropriate bus facilities not incorporated in to the original design of the Newcastle Interchange?

ANSWER

I am advised:

This information is publicly available.

Question 298

298. How much has the government committed to the cruise ship terminal in Newcastle?

ANSWER

I am advised:

This information is publicly available.

Question 299-300

299. What was the original budget for the Eden cruise ship terminal?

300. How much has the government spent on the cruise ship terminal in Eden?

ANSWER

I am advised:

This information is publicly available.

Question 301

301. What electorate is the Eden cruise terminal located in?

ANSWER

I am advised:

This information is publicly available.

Question 302

302. Is the Minister aware that the Port of Newcastle sought additional funds in order to deliver the Newcastle cruise ship terminal?

ANSWER

I am advised:

Yes.

Question 303-304

303. Why were these funds denied?

304. Why was the request for additional funds rejected when the government's contributions to the Eden terminal has continually increased?

ANSWER

I am advised:

This is a matter for the Treasurer.

Question 305-307

305. On 27 September former Premier Mike Baird said the Newcastle cruise terminal “secures the future of cruise shipping in Newcastle and gives the city and the region the opportunity to compete for the growing east coast tourism trade”, does the Minister share this view?

306. On 27 September the then Minister for Planning said “the project will also deliver new economic benefits to the region” does the Minister share this view?

307. The government’s NSW Cruise Development Plan identifies “ensuring cruise infrastructure is fit-for-purpose” as key priority, does the Minister believe passengers disembarking ships in Newcastle in to a tent is fit-for-purpose infrastructure?

ANSWER

I am advised:

The NSW Government’s position is stated in the NSW Cruise Development Plan available on Department of Planning, Industry and Environment website.

Question 308

308. An action from the government NSW Cruise Development Plan is “The NSW Government will investigate funding options for suitable infrastructure to support calls at current and potential regional ports, in partnership with local authorities”, why does the government refuse to provide the funds required Newcastle?

ANSWER

I am advised:

Funding is available to deliver this project.

Question 309

309. Is the Minister aware that P&O has pulled their ships from Newcastle for future seasons?

ANSWER

I am advised:

P&O never had any calls scheduled to Newcastle in 2019/20 cruise season.

Question 310

310. Is the Minister aware that Dream Cruises have cancelled cruises from Newcastle later this year?

ANSWER

I am advised:

Dream is a new cruise line (Part of Genting Shipping, China) and this company has only recently booked calls to Sydney.

Question 311 & 312

311. Has the government's inaction to deliver this infrastructure hurt the Newcastle tourism sector and local economy?

312. Will the government commit to getting on with the job and deliver the Newcastle cruise terminal?

ANSWER

I am advised:

311. Suitable infrastructure for cruise ships to visit is available and Newcastle is benefiting from cruise ship visits. Developing a cruise terminal is a commercial decision for the Port operator (Port of Newcastle).

312. Funding is available to the Port of Newcastle to deliver this project.

Question 313

313. What action has the Minister taken to ensure a cruise terminal is delivered in Newcastle?

ANSWER

I am advised:

I refer you to my response to supplementary question 308.

Question 314-315

314. Passengers on the Central Coast and Newcastle line regularly report having to stand, sit in the stairwell or sit on the floor of the train from Central to the Central Coast until a seat becomes available, what action has the Minister taken to address this issue?

315. Will the number of carriages on the Central Coast and Newcastle line be increased to address overcrowding?

ANSWER

I am advised:

Transport for NSW is delivering a new, state-of-the-art fleet of intercity trains that will provide a new level of comfort and convenience for Central Coast and Newcastle customers.

These new trains will include two-by-two seating, better accessibility for less mobile customers, digital screens and announcements, charging stations for mobile devices, and dedicated space for luggage, prams, bicycles and wheelchairs.

Question 316

316. What action is the Minister taking to improve travel between Newcastle and Sydney on the rail network?

ANSWER

I am advised:

In September 2018, more express services were introduced for customers travelling from Newcastle and the Central Coast via Strathfield.

In November 2017, a faster Newcastle to Sydney service was also introduced, as a trial for faster journey times between Newcastle Interchange and Central Station. This service has since become part of current timetabled services.

This November timetable also provides for faster journey times for customers travelling to the Central Coast and Newcastle late at night, by running services with fewer stops.

Question 317

317. How much has been spent by the government improving services on the Central Coast and Newcastle line?

ANSWER

I am advised:

The NSW Government invested \$1.5 billion into the first stage of the More Trains More Services program to deliver improvements across the network. This included timetable improvements for customers on the Central Coast & Newcastle Line.

In August 2016, a \$2.3 billion contract for the new fleet of intercity trains was awarded to deliver a new level of comfort and convenience to customers from the South Coast, Blue Mountains, Central Coast and Newcastle.

In February 2019, RailConnect was contracted to build and maintain an additional 42 carriages, increasing the contract value to \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years. This increase was funded through the More Trains More Services program.

The 2019/20 budget ensures progress on the New Intercity Fleet, with \$812 million.

Question 318

318. When will the project to provide more reliable mobile phone services on Central Coast and Newcastle trains be completed?

ANSWER

I am advised:

The new trains will be WiFi-enabled, providing the option to offer WiFi access in the future.

Question 319-321

319. Is the Minister aware that the 2019 NSW Nationals Conference passed the following motion:

(a) "That conference call on the NSW Nationals to ensure:

(b) The removal of all obstacles facing the Newcastle Container Terminal Expansion Plans, including the cap on the number of containers and the State Government fee payable on container exports and The Port's development of a high intensity container terminal."?

320. Does the Minister support the motion as passed by the 2019 NSW Nationals Conference?

321. Does the Minister agree with the Deputy Premier's comments that western district farmers and primary producers would "absolutely" benefit from a container port at Newcastle?

ANSWER

I am advised:

I refer you to the answer given at the Hearing.

Question 322-367

322. Does the cap on containers at the Port of Newcastle drive up costs of farming exports?

323. Would a container terminal in Newcastle lower freight costs for northern NSW exports?

324. What would be the benefit to western district farmers and primary producers?

325. Would a container terminal in Newcastle remove trucks from the M1 and Sydney's choked road network?

326. What would be the benefit of removing these trucks from the road network and transporting these containers by railing at the Port of Newcastle?

327. This committee has previously been told that a container terminal can be developed in Newcastle, does the Minister agree?

328. What is the current container threshold at the Port of Newcastle for which compensations is payable to NSW ports?

329. The Port of Newcastle stands ready to invest \$1.8 billion into a container terminal in Newcastle, will you remove the cap and allow the port to diversify?

330. Has Transport for NSW modelled how many jobs a Newcastle container terminal would create?

331. How many jobs would a container terminal in Newcastle deliver for Newcastle and the Hunter?

332. How many jobs would a container terminal in Newcastle deliver for regional NSW?

333. Would a container in Newcastle reduce freight costs for businesses in Newcastle, the Hunter and Northern NSW?

334. Has Transport for NSW modelled the economic benefit of a container terminal in Newcastle?

335. What would be the economic benefit to NSW of a container terminal in Newcastle?

336. What would be the economic benefit to the Hunter of a container terminal in Newcastle?

**337. Is the restriction on NSW ports adding to gridlock in Sydney?
(a) If so, what is this impact?**

- 338. Are the restrictions placed on the Port of Newcastle effecting the efficiency of the NSW port network?**
- 339. What percentage of containers are moved by road in Sydney?**
- 340. Do you see a benefit for the NSW economy with competition between ports?**
- 341. Are you aware of any anti-competitive restrictions facing the development of a container terminal at the Port of Newcastle?**
- 342. Does the Government charge a legislated fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?**
- 343. Does the Government charge any fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?**
- 344. Now the NSW Government has been named as a defendant alongside NSW Ports in the Federal Court case begun in December last year by the Australian Competition and Consumer Commission, and the State of NSW is now directly accused by the ACCC of "illegal and anti-competitive" conduct in privatising Botany and Kembla to Newcastle's disadvantage – do you believe that the original contract is hugely deficient?**
- 345. Is the fact that the lessee of the Port of Newcastle can develop a container terminal if it wishes to do so, consistent with Government policy that the State's next container terminal will be developed at Port Kembla after Port Botany reaches capacity?**
- 346. What is the government's source of funds to be able to pay NSW Ports Pty Ltd for container traffic at the Port of Newcastle above the government's minimal specified cap?**
- 347. Did the Government lease the Port of Newcastle to be able to pay NSW Ports Pty Ltd for container traffic at the Port of Newcastle above the Government's minimal specified cap until 2063?**
(a) If not, what is the Government's source of funds to be able to pay NSW Ports Pty Ltd for container traffic at the Port of Newcastle above the Government's minimal specified cap until 2063?
- 348. On what date did the government inform the ACCC of its decision to require the developer of a container terminal at the Port of Newcastle to pay the government's fee for container traffic at the Port of Newcastle above the government's minimal specified cap?**
- 349. Do the lease arrangements for the Port of Newcastle reflect the Government's policy that Port Kembla will be the State's next container terminal when Port Botany reaches capacity?**

350. What is the government's current cap on container numbers at the Port of Newcastle?

351. Given that there is no legislated cap on the number of containers that can travel through the Port of Newcastle, did the Government make a cap on numbers at the Port of Newcastle a rule for a scoping study into leasing Port Botany and Port Kembla?

352. Was the cap on numbers given as an instruction to the government's financial adviser, Morgan Stanley for conducting a scoping study in the first half of 2012 into leasing Port Botany and Port Kembla?

353. Is the government's decision that the developer of a container terminal at the Port of Newcastle is required to pay the government's fee for exceeding the minimal specified cap on container traffic at the Port of Newcastle, consistent with the government's decision that Port Kembla will be the State's next major container terminal after Port Botany reaches capacity?

354. Was the "Ports Assets (Authorised Transactions) Act 2012" amended to authorise the Government to lease the Port of Newcastle after Port Botany and Port Kembla were leased to NSW Ports on May 30 2013?

355. When the Government leased Port Botany and Port Kembla to NSW Ports on May 30 2013, did the Government have authority to require the developer of a container terminal at the Port of Newcastle to pay the Government for container traffic at the Port of Newcastle above the Government's minimal specified cap; and, if so, what was that authority?

356. Given that the Government's NSW Freight and Ports Strategy notes that the Port of Newcastle would continue to be NSW's primary coal export and will continue to service bulk grain and other commodities, how does the Government define the term "container" in respect of charging a fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?

357. Do the Port Commitment Deeds for Port Botany, Port Kembla and the Port of Newcastle all include the same meaning of the term "container"?

358. What is the definition of container with respect to the Port Commitment Deeds?

359. Given that the Government charges a fee for container traffic at the Port of Newcastle above the Government's minimal specified cap, how many "containers" a year were shipped through the port since it was leased?

360. Given that the Port of Newcastle is not prevented from developing a container terminal, would a container terminal be "an uneconomic enterprise contrary to market demand" if the Government abolished its fee charged for container traffic above the Government's minimal specified cap?"

**361. Given the Government's assurances that there is no cap on containers at the Port of Newcastle - legislative or otherwise - is there competition in the NSW container port market between Port of Newcastle Investments Pty Ltd at the Port of Newcastle, and NSW Ports Pty Ltd at Port Botany?
(a) If yes, how is the Government supporting this competition?**

**362. Does Port Botany compete with the Port of Melbourne in the East coast container port market?
(a) If yes, how many containers for the NSW market are shipped through the Port of Melbourne?**

363. What studies has the Government undertaken in relation to competition between the Port of Melbourne and Port Botany in the East coast container port market?

364. Is the government's unlegislated cap on container traffic at the Port of Newcastle consistent with the Government's freight and ports strategy?

365. Is the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle, consistent with the Government's freight and ports strategy?

366. Why does the Government not disclose the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle, in the Government's freight and ports strategy?

367. On what date did the Government inform the Parliament about the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle?

ANSWER

I am advised:

I refer you to the evidence given at the Public Works Committee's inquiry into the Impact of Port of Newcastle sale arrangements on public works expenditure in New South Wales. Requests for further detail should be referred to the Treasurer.

Question 368-370

368. Would it be appropriate for all freight entering Sydney by land to be carried by rail, and for landside transportation of freight through Port Botany to be carried by rail?

369. Is it desirable that all Port Botany container traffic is railed?

370. Is rail access to a container terminal a key consideration for regional economic development?

ANSWER

I am advised:

No. Optimal efficiency at Port Botany is achieved through having a modal split between road and rail. Some freight will be destined for locations that are not served by rail. Metropolitan intermodal terminals enable some freight to be hauled from Port Botany by rail to strategically located facilities for transfer to road. Please refer to the NSW Government submission to the Public Works Committee's Inquiry into the impact of Port of Newcastle Sale Arrangements on public works expenditure in New South Wales.

Question 371

371. Is it the case that there will be an estimated five million container truck movements a year through Port Botany by 2040 – and six million without the Moorebank Intermodal Terminal – compared with one million truck movements a year at present?

ANSWER

I am advised:

The number of heavy vehicle movements needed at Port Botany to support the port container task will depend on rail mode share, the development of the Western Sydney Freight Line and intermodal terminal and landside investment by NSW Ports to support rail capacity.

Question 372-374

372. What is the cost of road improvements to the local road network serving the Moorebank Intermodal Terminal?

373. How much is Moorebank intermodal terminal operator is required to contribute to road improvements?

374. Can the increase in container truck movements at Port Botany be handled without connecting Port Botany to WestConnex?

ANSWER

I am advised:

The Department of Planning and Environment is assessing development applications for this site.

All information, including relevant traffic reports and the Voluntary Planning Agreement for Moorebank Precinct West and the development consent for Moorebank Precinct East, is available via the Department of Planning's Major Project Portal.

Question 375

375. What is the capacity of rail freight network serving the Moorebank Intermodal Terminal?

ANSWER

I am advised:

This information is publicly available.

Question 376-377

376. Would removing freight from Sydney's existing rail network enable the capacity to be used for passenger services?

377. Would removing freight from the existing rail lines between Newcastle and Sydney, and Port Kembla and Sydney, allow the capacity to be used for passenger services?

ANSWER

I am advised:

Removing freight from shared parts of the existing rail network could release capacity that could be used for passenger services subject to rolling stock, crew availability and demand.

Question 378-379

378. When will the \$1 billion “Northern Sydney Freight Corridor Stage One” reach capacity?

379. How much will stages 2 and 3 of the Northern Sydney Freight Corridor cost to build?

ANSWER

I am advised:

The projects to be included in the Northern Sydney Freight Corridor stages 2 and 3 are yet to be confirmed. The scope of future stages of the Northern Sydney Freight Corridor will be subject to demand projections and business cases.

Question 380

380. Has the government abandoned stages 2 and 3 of the Northern Sydney Freight Corridor?

ANSWER

I am advised:

Stages 2 and 3 will be determined by the business cases.

Question 381

381. Is it the government's intention that the estimated \$800 million cost of the Maldon-Dombarton freight line – connecting Port Kembla to the main southern line - be met by raling containers from a Port Kembla container terminal after Port Botany reaches capacity?

ANSWER

I am advised:

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

Question 382

382. What is the estimated cost of the Western Sydney Freight Line, between Chullora and Eastern Creek?

ANSWER

I am advised:

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

Question 383

383. What is the cost of upgrading the rail freight line into Port Botany?

ANSWER

I am advised:

The Australian Government announced a funding commitment of \$400 million for the project. The project includes the Cabramatta Loop Project on the Southern Sydney Freight Line.

Question 384

384. Are there any plans to build a second rail bridge over the Hawkesbury River?

ANSWER

I am advised:

The NSW Government has committed to investigate a new rail alignment between Woy Woy and Northern Sydney as part of plans to start early works for the Fast Rail Network. These detailed investigations will consider a range of options to improve services along the corridor, including potential rail crossing options of the Hawkesbury River to support faster train speeds between Sydney and the Central Coast as a first step to reduce travel times between Sydney, Newcastle and Port Macquarie.

Question 385-391

385. What discussion has TfNSW had with Council relating to connection of water to surrounding residents?

386. Has TfNSW considered funding water connection to surrounding residents? If not, why not given the undertakings made during the approval process?

387. Has TfNSW ensured water services have been extended to the site boundary on Orchards Road?

388. Has TfNSW ensured water pipes in the access bridge have the capacity to service residents as well as the site?

389. Is the facility connected to the mains sewer system?

390. Will TfNSW ensure sewer pipes are extended to the site boundary to allow Council to connect to this in the future?

391. What is the design and construction cost of the access road bridge?

ANSWER

I am advised:

Installing a water connection across the new flood-free access bridge and providing sewerage connection to Orchard Road requires the support of Central Coast Council.

Representatives from Transport for NSW have met with the council to discuss this issue. The council advises that a standalone sewer and town water connection to Kangy Angy is not feasible due to the high costs involved.

The bridge has been designed to be able to support these utilities.

Question 392

392. Will the concrete barrier screen be extended to residents at south end of the site (near Schubolt Lane) who have requested this?

ANSWER

I am advised:

The noise wall will run parallel with the railway corridor from the western end of the maintenance building to the intersection of Ourimbah Road and Turpentine Road.

The New Intercity Fleet Maintenance Facility has been designed to minimise noise emissions. The design ensures most maintenance will be carried out behind closed, acoustic-rated doors.

Where the target noise levels cannot be achieved through the facility's design features or noise barrier, a property may be assessed for property noise treatments, such as upgraded window and doors seals.

Question 393

393. Despite early plans indicating cycleways would be included on Hunter Street as part of the Newcastle Light Rail project no provision was made for active transport, why?

ANSWER

I am advised:

This information is publicly available.

Question 394

394. Considering recent cyclist incidents, will the Minister work with Newcastle City Council to ensure a safe east - west cycleway is provided in the Newcastle CBD?

ANSWER

I am advised:

Transport for NSW will continue to work with the City of Newcastle Council for an appropriate east-west cycle route through the city.

Question 395-400

395. How many trials are ongoing?

396. How much have they cost to date?

397. How much have you spent per passenger on trials?

398. How many people were using it?

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

400. What was cost recovery ratio of fixed vs on demand?

ANSWER

I am advised:

Information about the On Demand public transport trials is publicly available.

The On Demand trials are ongoing and will continue to be monitored and evaluated.

Question 401

401. Are there new trials planned?

ANSWER

I am advised:

There are no plans to roll out any further trials of On Demand public transport at this stage.

Question 402

402. Will companies conduct the trial be able to retain vehicles or other equipment procured for the purpose of the trial?

(a) If so, which vehicles?

(b) In which trial areas?

(c) What was the procurement cost of each vehicle of piece of equipment being retained?

ANSWER

I am advised:

This information is publicly available.

Question 403-404

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

404. When will the following railway stations comply with the Disability Standards for Accessible Public Transport 2002:

- (a) Beecroft?**
- (b) Bexley North?**
- (c) Birrong?**
- (d) Blackheath?**
- (e) Blayney?**
- (f) Byron Bay Interchange?**
- (g) Canley Vale?**
- (h) Casino?**
- (i) Clarendon?**
- (j) Como?**
- (k) Dapto?**
- (l) Denistone?**
- (m) Dubbo?**
- (n) East Hills?**
- (o) Erskineville?**
- (p) Fairy Meadow?**
- (q) Falconbridge?**
- (r) Glenbrook?**
- (s) Goulburn?**
- (t) Grafton?**
- (u) Griffith?**
- (v) Gunnedah?**
- (w) Hawkesbury River?**
- (x) Kingswood?**
- (y) Lapstone?**
- (z) Lewisham?**
- (aa) Lisarow?**
- (bb) Moree?**
- (cc) Narara?**
- (dd) Narrabri?**
- (ee) Niagara Park?**
- (ff) Normanhurst?**
- (gg) North Strathfield?**
- (hh) Ourimbah?**
- (ii) Parkes?**
- (jj) Petersham?**
- (kk) Pymble?**
- (ll) Queanbeyan?**
- (mm) Redfern?**
- (nn) Roseville?**
- (oo) St Peters?**
- (pp) Stanmore?**
- (qq) Taree?**
- (rr) Thornleigh?**

(ss) Towradgi?
(tt) Unanderra?
(uu) Wahroonga?
(vv) Waitara?
(ww) Waratah?
(xx) Warrawee?
(yy) Wauchope?
(zz) Wollstonecraft?
(aaa) Wyee?
(bbb) Yagoona?

ANSWER

I am advised:

403. The NSW Government is committed to providing accessible, modern and integrated infrastructure where it is needed most. The government recently allocated a further \$133 million to the Transport Access Program. Since the program began in 2011, more than 450 projects have been completed or are underway. This includes accessibility upgrades such as lifts and ramps and improved interchanges.

The Transport Access Program assessment process uses evidence-based criteria, including current and future patronage. It takes into account the needs and demographics of customers who use the station. It also considers the location of important services such as hospitals or schools, and the accessibility of nearby transport interchanges. Improved accessibility at these stations will be considered as part of this assessment process.

404. This information is publically available.

Question 405-406

405. Has government commenced or prepared any plans to franchise any of the following Sydney Metropolitan Bus Service Contracts:

406. Has government commenced or prepared any plans to franchise any Sydney Trains services or functions?

(a) If so, which services or functions?

ANSWER

I am advised:

I refer you to the answer given at the Hearing.

Question 407

407. Has government commenced or prepared any plans to franchise any NSW TrainLink services or functions?

(a) If so, which services or functions?

ANSWER

I am advised:

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

Question 408

408. Does the CBD Coordination Office receive ongoing standalone funding? Or is it funded via another division or business area with the Transport cluster?

ANSWER

I am advised:

The CBD Coordination Office was expanded to the Sydney Coordination Office (SCO) in 2016.

SCO has been funded by the major projects it supports. SCO is now part of the Greater Sydney Division, which will now allocate its budget.

Question 409

409. What is the total annual funding of the CDB Coordination Office?

ANSWER

I am advised:

Sydney Coordination Office expenditure in 2018-19 was just under \$32 million.

Question 410-411

410. How many jobs will need to be cut across Transport with the 12 per cent efficiency dividend contained within the Governments budget? (3 per cent per year over 4 years)

411. How does TfNSW plan to make the additional \$1.9 Billion per year in savings to staff costs leaked in the SMH in June this year?

ANSWER

I am advised:

Savings from the NSW Government's efficiency dividend are outlined in the Budget Papers.

Question 412

412. What is the forecast final cost for following projects:

- (a) Digital Systems – Onboard (Fleet)?**
- (b) Digital Systems – Digital Radio System and Fixed Telecommunication Network Updates?**
- (c) Transport Access Program – Redfern Station Upgrade?**
- (d) Transport Access Program – Package 1?**
- (e) Transport Access Program – Package 2B?**
- (f) Transport Access Program – Package 3?**
- (g) Transport Access Program – Ferry Wharves?**
- (h) Transport Access Program – Commuter Car Parks?**
- (i) More Trains, More Services – Stage 2?**
- (j) More Trains More Services Future Stages?**
- (k) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?**
- (l) Electrical Substations and Sectioning Equipment Hut Replacement?**
- (m) Sydney Harbour Bridge Deck Upgrade?**
- (n) Ferry Fleet Replacement?**
- (o) Central Precinct Renewal?**
- (p) Cycling Investment Program?**
- (q) Walking Communities (Pedestrian Facilities)?**
- (r) Parramatta Light Rail Stage 2?**
- (s) Macquarie University Bus Interchange Upgrade?**
- (t) Sydney Metro West?**
- (u) Sydney Metro Western Sydney Airport (Stage 1)?**

ANSWER

I am advised:

(a & b) These are not major projects but are procurement packages of the Digital Systems Program. The cost estimate for these packages will be announced when the final contracts are awarded. No BCR was calculated for specific procurement packages within the program.

(c – h) The 2019-20 NSW Budget provides more than \$300 million to improve accessibility for rail customers, part of an \$885 million spend on the Transport Access Program (TAP) over four years, taking the NSW Government's total investment to over \$2 billion.

TAP is an initiative to improve the public transport customer experience by delivering accessible, modern, secure and integrated transport infrastructure. The current tranche of works is focused on delivering accessibility upgrades to comply with the Disability Discrimination Act and Disability Standards for Accessible Public Transport.

The Commuter Car Parking Program is not a project. It is a program that is separate to TAP and is currently in development.

(i-j) The NSW Government has committed \$4.3 billion towards the More Trains, More Services program to date. The program will simplify and modernise the rail network, creating high capacity, turn up and go services for many customers to meet the growth in rail passenger demand.

It means customers can expect more frequent train services, with less wait times, less crowding and more seats on a simpler, more reliable network. The NSW Government invested more than \$1.5 billion on the first stage of the More Trains, More Services program which has delivered hundreds of extra services, better infrastructure and new trains for Sydney.

More than \$2 billion in additional funding is being invested into the next stage of the More Trains, More Services program, including more than \$1 billion for 17 extra Waratah Series 2 Trains and 42 extra carriages for the New Intercity Fleet. More Trains, More Services program will continue to be delivered progressively over the next ten years. Strategic and Final Business Cases for later stages are not yet complete, so the BCR is not finalised.

(k) The Final Business Case for this program has not been completed so the final costs and BCR is not finalised.

(l) The cost estimates for this program will be available as construction contracts are awarded.

Any queries relating to the Electrical Isolations project, please refer to QoN 28.

(m) This upgrade will be delivered, as part of the annual \$1.5 billion state-wide maintenance program.

(n) The final forecast cost for the Ferry Fleet Replacement project was \$51.6 million.

(o) The final forecast cost and BCR are not yet finalised as the program is in the development phase.

(p) \$43,121,661 for projects approved under the Active Transport (Walking and Cycling) Program for 2019/20 as of 10/09/2019.

(q) \$9,281,185 for projects approved under the Active Transport (Walking and Cycling) Program for 2019/20 as of 10/09/2019.

(r) A Final Business Case for Stage 2, including the BCR, is being considered by the NSW Government, with an investment decision to follow.

(s) The Macquarie University Bus Interchange Upgrade is in the concept design phase and has an estimated project value of \$50-\$100 million. The Final Business Case has not yet been completed so the BCR is not finalised.

Question 413

413. What is the BCR for the following projects?

- (a) Digital Systems – Onboard (Fleet)?**
- (b) Digital Systems – Digital Radio System and Fixed Telecommunication Network Updates?**
- (c) Transport Access Program – Redfern Station Upgrade?**
- (d) Transport Access Program – Package 1?**
- (e) Transport Access Program – Package 2B?**
- (f) Transport Access Program – Package 3?**
- (g) Transport Access Program – Ferry Wharves?**
- (h) Transport Access Program – Commuter Car Parks?**
- (i) More Trains, More Services – Stage 2?**
- (j) More Trains More Services Future Stages?**
- (k) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?**
- (l) Electrical Substations and Sectioning Equipment Hut Replacement?**
- (m) Sydney Harbour Bridge Deck Upgrade?**
- (n) Ferry Fleet Replacement?**
- (o) Central Precinct Renewal?**
- (p) Cycling Investment Program?**
- (q) Walking Communities (Pedestrian Facilities)?**
- (r) Parramatta Light Rail Stage 2?**
- (s) Macquarie University Bus Interchange Upgrade?**
- (t) Sydney Metro West?**
- (u) Sydney Metro Western Sydney Airport (Stage 1)?**

ANSWER

I am advised:

(a & b) These are not major projects but are procurement packages of the Digital Systems Program. The cost estimate for these packages will be announced when the final contracts are awarded. No BCR was calculated for specific procurement packages within the program.

(c – h) The 2019-20 NSW Budget provides more than \$300 million to improve accessibility for rail customers, part of an \$885 million spend on the Transport Access Program (TAP) over four years, taking the NSW Government's total investment to over \$2 billion.

TAP is an initiative to improve the public transport customer experience by delivering accessible, modern, secure and integrated transport infrastructure. The current tranche of works is focused on delivering accessibility upgrades to comply with the Disability Discrimination Act and Disability Standards for Accessible Public Transport.

(h) The Commuter Car Parking Program is not a project. It is a program that is separate to TAP and is currently in development.

(i-j) The NSW Government has committed \$4.3 billion towards the More Trains, More Services program to date. The program will simplify and modernise the rail network, creating high capacity, turn up and go services for many customers to meet the growth in rail passenger demand.

It means customers can expect more frequent train services, with less wait times, less crowding and more seats on a simpler, more reliable network. The NSW Government invested more than \$1.5 billion on the first stage of the More Trains, More Services program which has delivered hundreds of extra services, better infrastructure and new trains for Sydney.

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(r) A Final Business Case for Stage 2, including the BCR, is being considered by the NSW Government, with an investment decision to follow.

(s) The Macquarie University Bus Interchange Upgrade is in the concept design phase and has an estimated project value of \$50-\$100 million. The Final Business Case has not yet been completed so the BCR is not finalised.

(t) Sydney Metro West: The Sydney Metro West delivery strategy is being finalised with a budget range to be determined once completed.

(u) Sydney Metro Western Sydney Airport (Stage 1): The final budget range will be determined once the business case process and delivery strategy are finalised.

Question 414

414. What is the total budget allocation for legal advice for Standing Order 52 'Order for the Production of Papers?'

(a) How much has been spent in each month since January 2019?

(b) Which law firms were engaged to provide advice?

(c) Was the legal advice accepted and applied in each case?

i. If not, which return for Standing Order 52 did not accept and apply the legal advice provided?

ANSWER

I am advised:

This information is publicly available.

Question 415

415. How many Transport cluster staff are allocated to Ministerial Offices?

(a) What are their names?

(b) What are their substantive titles?

(c) What are roles or titles within each Minister's Office?

(d) Have any assignments exceeded 18 months?

i. If so, which assignments?

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 416-417

416. As at 30 August 2019, how many staff held positions in the organisational structure of the Office of the Secretary?

**417. How many staff are employed within the office of each Deputy Secretary?
(a) What is the job title and employment level of each staff member?**

ANSWER

I am advised:

Staff numbers are commensurate with agency requirements.

Question 418

418. Can you guarantee there will be no privatisation of TfNSW Shared Services?

ANSWER

I am advised:

At this point in time we have no intention to privatise TfNSW Shared Services.

Question 419

419. Can you outline the process for the amalgamation of the Awards covering TfNSW and RMS workers, and can you guarantee that no worker will lose valuable conditions in that process?

ANSWER

I am advised:

The new 2019 TfNSW and RMS Awards were negotiated and agreed by all parties. The Awards remain separate Awards and have not been amalgamated.

Any potential future amalgamation of Awards would need to be agreed through negotiation and, in the absence of an agreement, the existing Awards will remain in place.

Question 420-425

420. Does the Government stand by its commitment to no job losses in the regions?

421. Can the Government guarantee that no jobs will be relocated from regional towns as a result of its cuts to the public service?

422. Can the Government guarantee that no jobs in the regions will be downgraded or reclassified to a lower graded, and lower paid, role, as a result of its budget cuts?

**423. Can the government confirm what is considered regional NSW?
(a) How many FTE jobs are there within the TfNSW/RMS groups that are in these regional areas?**

424. Can you be certain that you will be able to keep your commitment to no job losses in the region considering the amount of staff employed in regional locations?

425. As the efficiency dividend sets in and the additional 2500-3000 jobs cuts is also sought to be realised by this government, how sure can the government be that there won't be cuts to regional jobs?

ANSWER

I am advised:

Savings from the NSW Government's efficiency dividend are outlined in the Budget Papers.

Question 426-429

426. How much does TfNSW currently spend on contingent labour?

427. What actions can the Government commit to in order to reduce the amount of contingent labour and guarantee secure, ongoing employment?

Question 428

428. How many long term temporary employees are employed within TfNSW/RMS?

ANSWER

429. How many of these long term temporary employees are employed in regional areas?

ANSWER

I am advised:

The Transport Cluster uses Labour Hire firms, in accordance with NSW Public Service policies to cover temporary vacancies as required.

Question 430

430. Can you outline what the Government is doing establish a network of reliable support for health and safety in remote and regional areas?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

Question 431-437

431. Will you restore the 621, 642, 620X, 620N, 650, 650X, 607X, 610 and the 617X bus services to the North West as thousands of taxpayers have demanded?

432. Why did you not inform commuters that these services were about to be cancelled after the Metro became operational?

433. Have your Ministerial colleagues demanded that these services be returned or simply asked you to review patronage data?

434. After the Minister for Police was caught out promising that bus services would not be cancelled before an election when they were cancelled afterwards his Staff Member is reported to have advised the Minister that it was still possible to “Spin their way out of this”. Minister were you a party to this attempt to spin the Police Minister’s electorate?

435. Did the Minister for Police ask you in writing or in conversation whether bus services would be cut as a result of the operation of the Metro North West?

436. To the best of your knowledge was the Minister for Police, the Member for Baulkham Hills, aware that bus services would be cancelled in his electorate prior to the NSW election as a result of the operation of the Metro?

437. The day before the election the Member for Baulkham Hills assured his residents that there was no secret plan to cut bus services to his electorate. To the best of your knowledge was that a truthful statement from your colleague?

ANSWER

I am advised:

431& 433, 435-437. I refer you to the answer given at the Hearing.

432. Changes to the bus network in the Hills Region were first publicly outlined in 2012 the North West Rail Link Environmental Impact Statement. This information is publicly available.

434. No.

Question 438

438. What date will you return the 378 bus service to the commuters of the Eastern suburbs as you have previously promised?

ANSWER

I am advised:

I refer you to the response to LA 0355.

Question 439-441

439. Given your comments of 24 May 2018 that you are committed to building the CBD and South East light Rail “because we are transforming the city and transforming the State” Do you consider transforming the State to include a reduced transport services for some commuters in the East?

440. Will you give a commitment that there will be no net reduction in transport services for Eastern Suburbs commuters as a result of the CBD and SE Light Rail construction?

441. Will you continue with your plans to cancel the M50, M10, 373 and 377 at the conclusion of the CBD and SE Light Rail project?

ANSWER

I am advised:

Light rail is a critical part of Sydney’s transport future. An extra million people are expected to live and work in Sydney over the next 10 years, and daily trips to the city centre will increase a third by 2031.

The NSW Government is preparing for the increased demand by investing in an integrated transport network, with major CBD station upgrades, the Barangaroo Wharf, the metro system and new light rail lines.

The CBD and South East Light Rail will provide reliable, turn-up-and-go services in the CBD every four minutes between the city and Moore Park, and every eight minutes between there and Kingsford and Randwick. Each vehicle will carry up to 450 people, equivalent to nine buses. The light rail has a capacity of 13,500 passengers per hour.

A combined light rail and bus network will deliver city-bound morning peak capacity increases of over 10 per cent from Kingsford and 30 per cent from Randwick, and a doubling of morning peak capacity from the CBD to UNSW and the Randwick Hospital precinct.

The CBD and South East Light Rail will operate in conjunction with a redesigned south east bus network that will include express bus services. This will generate increased public transport capacity to meet the needs of Sydney’s growing population.

The redesign will use Opal ticketing data and take advantage of opportunities for improving connections and meeting emerging sources of demand such as cross-regional travel.

The changes are currently being refined. Full details will be published closer to the light rail opening date.

Question 442

442. Given there are no dedicated bus routes to the Matraverse Sports High School or JJ Cahill Memorial School how do you suggest students commute to these schools given the Governments cancellation of these services?

ANSWER

I am advised:

Further information will be announced closer to the date of implementation.

Question 443

443. What do you mean by “well under way” when referring to progress on the Western Metro proposal?

ANSWER

I am advised:

This information is publicly available.

Question 444

444. Is it true that you are unable to complete this project without significant financial assistance from the Commonwealth?

(a) If No, then why did the Treasurer say in July of this year "I urge the federal government to support this growth further with more equitable funding for NSW, to support transport projects of national importance such as the Sydney Metro West,"

(b) If yes, then why did you say to the voters of NSW that the Government would be able to make significant progress in the completion of this project knowing that you did not have the financial support of the Commonwealth locked away?

ANSWER

I am advised:

No.

Question 445

445. Prior to the election did you simply promise an unfunded Metro line in order to match the then Opposition's transport policy?

ANSWER

I am advised:

No. The NSW Liberals & Nationals submitted to the independent Parliamentary Budget Office prior to the March 2019 election it's costing and commitment for the Sydney Metro West project. The NSW Labor opposition failed to submit any costing or commitment for the project to the independent Parliamentary Budget Office.

Question 446-468

446. When will the Western Metro be complete?

447. Did you announce the building of stations along the proposed route from Sydney to Parramatta to fool voters into believing this project will go ahead during this term of Parliament?

448. In 2016 the Government indicated that construction of the project will begin in 2021 - will you commit to that timetable?

ANSWER

I am advised:

446-447. No. This information is publicly available. Unlike the NSW Labor opposition, the NSW Liberals & Nationals actually submitted its costing and commitment for the Sydney Metro West project to the independent Parliamentary Budget Office prior to the March 2019 election.

448. This information is publicly available.

Question 449

449. Has the stabling site for Sydney Metro West been acquired as yet?

(a) If so, was it acquired from Billbergia or a company wholly or partially owned by John Kinsella?

(b) If not, is the Transport cluster currently negotiated to acquire the stabling site from Billbergia or a company wholly or partially owned by John Kinsella?

ANSWER

I am advised:

No.

Question 450-451

450. How much has the NSW Government collected via the Special Infrastructure Levy for construction of Parramatta Light Rail Stage 2?

(a) Is it true that the Government has foregone \$80 million as a result of a refusal to collect the levy?

451. Did you once say that a failure to collect value capture levy fees was a “lost opportunity” as a source of revenue for potential capital works projects?

ANSWER

I am advised:

This is a matter for the Minister for Planning and Public Spaces

Question 452

452. Did you release a paper in 2017 that promised “The second stage of the Parramatta Light Rail will connect to Sydney Metro West, heavy rail in Parramatta and Sydney Olympic Park, and ferry services at Rydalmere and Sydney Olympic Park” and that “a preferred route has been decided upon”? <http://www.parramattalightrail.nsw.gov.au/stage-2-parramatta-cbd-sydney-olympic-park>

ANSWER

I am advised:

The NSW Government is committed to rigorously investigating the preferred route for Parramatta Light Rail Stage 2, which will connect to Stage 1 and run north of the Parramatta River through the rapidly developing suburbs of Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park, providing a new public transport option to this booming sport, entertainment and employment hub.

An option for further extending this city-shaping project east through Camellia before crossing the Parramatta River to Rydalmere is also being considered. When the NSW Government announced the preferred route for Stage 2 of the project in October 2017, it committed to further developing the route alignment through consultation with the community and stakeholders.

Question 453

453. Where you giving false hope to the community when you announced that Parramatta Light Rail Stage 2 was decided upon and that it would connect to Stage 1 of the project?

ANSWER

I am advised:

I refer you to the answer given at the Hearing.

Question 454-455

454. Is your Ministerial Colleague Geoff Lee right when he said “it was a very important project for the growing communities between Olympic Park and Parramatta.”

455. Was Minister Lee misleading the community when spruiking the benefits of Stage 2 while understanding that the project had been cancelled?

ANSWER

I am advised:

This is a matter for the Minister for Skills and Tertiary Education.

Question 456-457

456. What funds will be used to build Parramatta Light Rail Stage 2?

457. Can you inform the committee know when Parramatta Light Rail Stage 2 will be completed?

ANSWER

I am advised:

i refer you to my response to supplementary question 452.

Question 458

458. What do you say to investors and families who have purchased properties on the basis of the proposed Parramatta Light Rail Stage 2 while all along knowing the Government had no intention of beginning the project?

ANSWER

I am advised:

A Final Business Case for Stage 2 is being considered by the NSW Government, with an investment decision to follow. The NSW Government continues to invest record amounts in public transport infrastructure across Western Sydney, including the Parramatta Light Rail.

Question 459

459. What is the total capital expenditure for remediating the Parramatta Light Rail Stabling and Maintenance Facility?

ANSWER

I am advised:

The Parramatta Light Rail Stabling and Maintenance Facility is yet to be constructed.

The value of Transport for NSW's contract with Ventia for Portion 1 remediation works at the site of the planned facility is approximately \$13.4 million.

The contract for Portion 2 remediation works was awarded to Ventia in September 2019 and will be published at tenders.nsw.gov.au as per NSW Government requirements.

Question 460

460. What is the total annual operational expenditure at the Parramatta Light Rail Stabling and Maintenance Facility for meeting the environmental regulations to stop chemicals such as Hexavalent Chromium from contaminating ground water on adjacent properties or the Parramatta River?

ANSWER

I am advised:

The Parramatta Light Rail Stabling and Maintenance Facility is yet to be constructed, thus the current annual operational expenditure, including meeting the environmental regulations, is zero.

Thanks to remediation measures underway, it is anticipated that annual operational expenditure, post-remediation to prevent ongoing groundwater contamination to adjacent sites, will be negligible.

Question 461

461. What is the total value of properties acquired from Billbergia and Mr John Kinsella?

- (a) Where pre-purchase valuations carried out in each case?**
- (b) If not, why not?**
- (c) If not, which properties?**

ANSWER

I am advised:

4-6 Grand Avenue Camellia was acquired from Grand 4 Investment Pty Ltd. Mr John Kinsella is a Director of Grand 4 Investment Pty Ltd. Purchase price \$53.5M.

TfNSW is in the process of finalising the compulsory acquisition of an area of 1700 square metres plus a temporary (leasehold) interest for a construction compound at 1 Grand Avenue Camellia from Billbergia.

(a) 4-6 Grand Avenue: Transport for NSW approached the owner in April 2016 after investigations determined it remained the most appropriate site to meet Parramatta Light Rail's requirements for a stabling yard and maintenance depot. As Grand 4 Investments had not made the site available for public sale, Transport for NSW was required to acquire the site in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.

A negotiated sale price was arrived at following consideration of market value having regard to nearby land sales and capitalisation. Transport for NSW was also required to take into account other heads of compensation that the landowner would be entitled to under section 55 of the Land Acquisition (Just Terms Compensation) Act 1991. These additional costs included Grand 4's legal fees and other costs.

For the interests at 1 Grand Avenue, independent valuations were completed. No agreement was reached and the Valuer General is currently assessing compensation for the temporary occupation and the 1700 square metres of land to be acquired.

- (b) See above response.**
- (c) See above response.**

Question 462

462. Is it standard practice in the Transport cluster to acquire contaminated land without a site audit certificate?

(a) If not, why was the property for Parramatta Light Rail Stabling and Maintenance Facility acquired without a site audit certificate declaring that the land had been remediated?

(b) Did the draft contract to acquire the Parramatta Light Rail Stabling and Maintenance Facility site include a provision for the vendor to remediate the land prior to transfer?

(c) Who removed the clause prior to the final contract being issued?

(d) Was the person who removed the remediation clause directed to do so?

i. If so, by whom?

(e) What was the financial effect of removing the remediation clause?

ANSWER

I am advised:

Each contaminated site acquired is considered according to the timing, cost and complexity of remediation options available.

(a) See above response.

(b) The draft contract with Grand 4 Investment Pty Ltd did not include a provision for the vendor to remediate the land prior to transfer.

(c) N/A

(d) N/A

(e) N/A

Question 463

463. Mr Gilfillan advised in his testimony that “we are at a point where we have determined that technically it is feasible to build a facility down in the Yarra Bay area. The next logical phase is to see whether it was progressed further in detail would the cruise industry be interested in using it.” What studies were undertaken to determine technical feasibility?

(a) By whom were these studies undertaken?

(b) Are these studies or investigations available for public perusal? If so where?

(c) If not, will these studies be released? When will they be released?

ANSWER

I am advised:

Port Authority engaged specialist consultants to perform studies in order to determine the technical feasibility of cruise infrastructure at both Yarra Bay and Molineux Point, Botany. These studies are internal working documents not intended for public release.

Question 464

464. When Mr Gilfillan says “technically feasible to build in Yarra Bay area”, at precisely what locations at Yarra Bay is Mr Gilfillan referring to?

ANSWER

I am advised:

Yarra Bay is located on the northern side of Botany Bay and the proposed locations are in close proximity to the breakwater in Yarra Bay.

Question 465

465. Has the Port Authority determined it is technically feasible to build a facility at Molineux Point as well? If not, has Molineux point now been ruled out?

ANSWER

I am advised:

Investigations are ongoing, no decisions have been made regarding a cruise terminal at Port Botany.

Question 466

466. When investigations were made to determine whether it was technically feasible to build a facility at Yarra Bay and/or Molineux Point did those investigations include – consideration of infrastructure required servicing such a facility including ingress, egress, construction of decks and roads, and tarmac?

(a) If these studies were undertaken what conclusions arose about associated infrastructure required to service a cruise facility were made?

ANSWER

I am advised:

I refer you to my answer to 463.

Question 467

467. Did the technical investigations identify the need to build a break wall?

ANSWER

I am advised:

Subject to further detailed technical investigations, due to the high wave energy in this area in Botany, it would be likely that a solid quay wall or breakwater would be required in order to maintain operability in all weather conditions.

Question 468

468. Was ship-to-shore power considered at any point for a proposed cruise ship terminal at Yarra Bay or Molineux point?

ANSWER

I am advised:

Ship to shore power will be considered in future technical studies.

Question 469

469. Did the practice of “informal discussions” / “market sounding” about the willingness of the cruise ship industry to contribute to a potential future cruise ship terminal at Yarra Bay / Molineux point result from and instruction from the Ministers’ office verbally or in writing or did the Port Authority embark on this process itself and subsequently inform the Minister’s office?

ANSWER

I am advised:

Port Authority commenced engagement with the Cruise industry and other stakeholders as would be generally conducted in accordance with the Infrastructure Investor Assurance Framework (IIAF) and advised the Ministers Office accordingly.

Question 470

470. Could you please provide a full list of cruise industry companies and staff the Port Authority has held “informal discussions” / “market sounding” conversations with about funding a potential cruise ship terminal in Yarra Bay?

ANSWER

I am advised:

Engagement with industry is currently still underway however discussions have been held with Carnival, Royal Caribbean & Norwegian Cruise Lines.

Question 471

471. Could you please provide a full list of other organisations the Port Authority has held “informal discussions” / “market sounding” conversations with concerning a potential cruise ship terminal in Yarra Bay?

ANSWER

I am advised:

Engagement has included Council, Local & Federal MP’s, Community Interest groups, Government Agencies, Business and Industry.

Question 472

472. During these “informal discussions” / “market sounding” conversations with the cruise industry at any point was a ballpark figure identified by the Port Authority as a suggested contribution by the cruise industry as a whole or a particular cruise line?

(a) If so, what is the total value of the suggestion?

(b) What was the duration of the suggestion?

(c) Did the proposal involve waiving berthing of fees?

(d) Was the response that the suggestion would be considered or that it would not be?

(e) Has there been a response or counter-offer by the cruise industry?

ANSWER

I am advised:

No.

Question 473

473. Mr Gilfillan in his testimony referring either to Royal Caribbean or another company “It has become impatient”. Who in particular or what organisation is Mr Gilfillan describing?

- (a) At what meeting did Mr Gilfillan or Port Authority staff make the observation that a member of the cruise industry “had become impatient”**
- (b) What actions, correspondence or conversation gave this impression?**
- (c) What timeframe have any cruise industry participants, in particular Royal Caribbean, conveyed “as quickly as possible” as meaning.**

ANSWER

I am advised:

The Port Authority routinely engages with the cruise industry. Royal Caribbean and the broader cruise industry have been strong public advocates for additional cruise ship capacity in NSW.

Question 474

474. Other than Royal Caribbean, has any other cruise line expressed a willingness to contribute to a future terminal?

(a) Who was it?

(b) What was the ball park figure identified?

ANSWER

I am advised:

Yes, no figure was identified.

Question 475

475. Has the Port Authority received any written mail or email correspondence from cruise lines following on from these “informal discussions” / “market sounding”?

(a) What are the titles of these pieces of correspondence?

ANSWER

I am advised:

No.

Question 476

476. What options have been exercised or investigated to allow increased usage of Sydney Harbour by cruise passenger ships?

ANSWER

I am advised:

Port Authority has implemented several initiatives to extend the usability of existing terminals including:

- **A Cruise Booking Policy to ensure all ships able to pass under the Sydney Harbour Bridge are allocated to White Bay Cruise Terminal to ensure that White Bay Cruise Terminal is utilised by smaller ships, and to efficiently prioritise cruise ship bookings at the Overseas Passenger Terminal.**
- **For the 2018/19 cruise season, improvements to processing to allow mega ships (i.e. greater than 5000 passengers) to turnaround in under 11 hours, enabling more efficient scheduling and processing.**
- **New Seaport Passenger Boarding Bridges (gangways) have been installed at the Overseas Passenger Terminal ahead of the 2019/20 cruise season to improve the Overseas Passenger Terminal's operational efficiency and better support visits from all porting vessels. The gangways will move over 500 passengers every 15 minutes, allowing quicker turnarounds.**
- **Ahead of the 2018/19 cruise season the minimum threshold for the Passenger Fee charge was reduced from \$1,200 to \$600, which has increased 'boutique' and luxury cruise ship calls at White Bay Cruise Terminal and improved utilisation.**
- **Road improvements were completed in October 2018 on Port Authority land adjacent to the Overseas Passenger Terminal as part of wider works in the Campbell's Cove precinct. The road works improved access to allow more efficient provisioning of ships and hence faster turnaround times.**

Question 477

477. Does “double stacking” or “double turnaround” currently occur in Sydney Harbour?

(a) For how many days a year?

(b) Since when?

ANSWER

I am advised:

For the last four cruise seasons, Port Authority has encouraged cruise lines to complete double turnarounds at the Overseas Passenger Terminal, however the take up has been limited.

a. Infrequently, on an ad hoc basis

b. 2016

Question 478

478. Has “double stacking” or “double turnaround” of cruise ships been considered as a permanent solution?

(a) Would such a practice be viable for Sydney Harbour as an interim solution?

(b) Would such a practice be viable for Sydney Harbour as an interim solution?

(c) Has it formally been ruled out? By whom?

i. If yes, why was it ruled out?

ii. Was the practice opposed by the cruise industry?

iii. Do any documents/briefing notes exist explaining why double stacking is recommended as a method to accommodate future cruise ship industry growth?

iv. Do any documents/briefing notes exist explaining why double stacking is not recommended as a method to accommodate future cruise ship industry growth?

v. If so, what are the titles of these document?

ANSWER

I am advised:

It is not considered viable in the longer term as it does not cater for the long term growth of the sector. The industry has made it clear it does not support the initiative, as referenced in the cruise development plan.

(a) Double turnarounds are being considered as an interim solution as they may provide some minor additional capacity.

(b) as above

(c) No

(i) N/A

(ii) The industry has made it clear it does not support the initiative, as referenced in the cruise development plan.

(iii) The NSW Cruise Development Plan

(iv) The NSW Cruise Development Plan

(v) The NSW Government Cruise Development Plan, June 2018.

Question 479

**479. Who were the members of the Cruise Industry Reference Group?
(a) Will the NSW Government release the minutes of all Cruise Industry Reference Group meetings?**

ANSWER

I am advised:

This should be directed to Treasurer.

Question 480

480. What was the full list of the 14 potential sites for a possible third cruise terminal in Sydney referred to in the NSW Cruise Development Plan?

(a) Was Kurnell ever investigated as a potential site for a third cruise ship terminal?

(b) Why were these sites not included in the refined list of Garden Island West, North East Garden Island, Port Botany, Molineux Point, Yarra Bay, Rose Bay and Athol Bay by the Cruise Reference Group?

ANSWER

I am advised:

The Reference Group considered a number of factors when determining site suitability including navigational, site, terminal, access, transport, environment, heritage and indigenous and residential suitability. Following their analysis, the Reference Group recommended only four sites located at Garden Island West, North East Garden Island, Molineaux Point and Yarra Bay.

Question 481

481. How were Yarra Bay or Molineux Point identified as being suitable sites investigation? If it was a suggestion by an industry participant, by whom?

(a) Is there any correspondence?

(b) If yes, what are the titles of these documents?

ANSWER

I am advised:

In early 2016, a Steering Committee comprising representatives from NSW Government considered options for a new cruise terminal in Sydney, including maritime suitability, landside suitability, constructability, and industry attractiveness.

(a) I am not aware of any.

Question 482

482. Were regional locations such as Newcastle and Wollongong (Port Kembla) ever considered as possible sites for a major new cruise terminal by the Cruise Industry Reference Group?

(a) If not, what process has been undertaken to rule out these locations as a major home berth?

(b) Where they ever considered as part of the original terms of reference? If not, why not?

ANSWER

I am advised:

The cruise industry operates with Sydney as its 'home port' where passengers embark and dis-embark and ships are re-provisioned. In comparison regional ports are predominantly used for passenger transit calls aimed at attracting day visits.

Question 483

483. Has the NSW Government ever received correspondence from local councils other than Randwick or Bayside or Chambers of Commerce requesting an investigation or funding for the development of some kind of cruise facility since 2011?

(a) From whom?

(b) What are the titles of this correspondence?

(c) Will this correspondence be released?

ANSWER

I am advised:

I am not aware of any.

Question 484

484. Other than members of the Cruise Industry, who else was involved in the preparation of the Cruise Development Plan?

ANSWER

I am advised:

The following agencies were represented on an Interagency Working Group to prepare the Cruise Development Plan:

- **Department of Industry**
- **Department of Planning and Environment**
- **Department of Premier and Cabinet**
- **Infrastructure NSW**
- **Port Authority of NSW**
- **Property NSW**
- **Transport for NSW**
- **Treasury NSW**

In addition the following stakeholders were consulted as part of the preparation of the Cruise Development Plan:

- **Bega Valley Shire Council**
- **City of Sydney**
- **Crown Lands**
- **Defence NSW**
- **Department of Premier & Cabinet – Regional**
- **Destination Network - Sydney Surrounds South**
- **Destination Wollongong**
- **Eden Business Chamber**
- **Kempsey Shire Council**
- **NSW Ports**
- **Ponant Cruises**
- **Port Macquarie-Hastings Council**
- **Port of Newcastle**
- **Sapphire Coast Tourism.**

Question 485

485. Can you clarify that the NSW Government owns part of Garden Island?

ANSWER

I am advised:

The Commonwealth of Australia owns the land identified as Lot 2 in DP 555125 and Lot 1 & 3 in DP 811068 which is land based area of Garden Island. Roads and Maritime Services (RMS) is the registered proprietor of Sydney Harbour comprised in Certificate of Title Volume 5018 Folio 1. Department of Defence occupies land below the mean high water mark owned by RMS.

Questions 486-491

486. When does the lease to the Department of Defence/Australian Navy expire?

487. On what date does the Australian Department of Defence/Australian Navy's lease of the NSW section of Garden Island expire?

(a) Has it been renewed?

i. On what date was it renewed?

(b) What was the process to determine the renewal of this lease?

(c) Did Crown Land recommend the lease be extended?

i. Did the Department of Industry have any input into this decision?

(d) What is the rent paid by the Commonwealth to rent the NSW owned section of Garden Island?

(e) Can this lease be released?

(f) When was the last time the rent was reviewed?

(g) When the lease was most recently negotiated was there any consideration given to the fact that this land may have been required for a future cruise ship terminal?

(h) What Ministerial involvement was there in this decision?

(i) Was the Minister, previous minister or any other minister briefed on the extension of the lease at Garden Island in particular concerning the impact on the cruise industry?

488. Does the Transport for NSW have any involvement in the operation/management of Garden Island?

489. Does the Port Authority have any involvement in the operation/management of Garden Island?

490. Did either the Port Authority or Transport for NSW have any input into the decision, if taken, to renew the Australian Navy/Department of Defence's lease at Garden Island?

491. Were any cruise industry representatives consulted during the decision to renew the Australian Navy / Department of Defence's lease at Garden Island?

ANSWER

I am advised:

486-491. The lease arrangements for the NSW Government land from the high water mark extending into Sydney Harbour expire in 2044.

Transport for NSW manages the lease. The lease arrangements are made in accordance with Transport for NSW policy. This includes the rent being subject to Market Valuation on a 3 yearly basis.

Details of the lease are commercially sensitive.

487(h). I was not briefed on this prior to the decision being made.

Question 492-493

492. Has the NSW Government received any correspondence from the cruise industry requesting Garden Island in some form be considered as the future site of the third Sydney Cruise terminal?

493. Has the NSW Government ever received any correspondence from the cruise industry requesting Garden Island in some form be considered as the future site of the third Sydney Cruise terminal after being ruled out in the Cruise Development Plan?

Has the NSW Government received any correspondence from the Federal Government including the Australian Navy/Department of Defence ruling out sharing Garden Island with cruise ship passengers?

(a) What are the titles of these documents?

ANSWER

I am advised:

The NSW Government regularly receives correspondence from a range of stakeholders on a number of matters.

Question 494

494. How many cruise ships berthed at Garden Island in 2019, 2018, 2017, 2016, and 2015 respectively?

ANSWER

I am advised:

Nil.

Question 495-496

495. What correspondence has been sent by the NSW Government to the Federal Government requesting the Navy share garden Island with the cruise ships?

(a) Have any meetings between been held between staff of the two respective Governments?

496. Did the Australian Navy / Department of Defence consult the NSW Government regarding its renovations for Fleet Base East's Garden Island location?

ANSWER

I am advised:

This is a matter for the Premier.

Question 497

497. Is the NSW Government in receipt of any correspondence from the Australian Navy regarding its ongoing desire to remain at Garden Island? Will this be released?

ANSWER

I am advised:

The NSW Government regularly receives correspondence from a range of stakeholders on a number of matters.

498. Has the Federal Government explicitly ruled out Garden Island as an option for a third cruise terminal or for increased usage by passenger ships?
(a) Whose decision was this?
(b) How was the NSW Government informed?

ANSWER

I am advised:

This is a matter for the Premier.

Question 499

499. Has the NSW Government ever formally requested the Navy review its operations at Garden Island?

ANSWER

I am advised:

The NSW Government regularly engages with the Australian Government on a range of matters.

Question 500 & 501

500. Did the Premier have any personal involvement or contact with the former Prime Minister, Turnbull regarding moving the Navy from Garden Island?

- (a) When?**
- (b) What was requested?**
- (c) Has there been any correspondence between the two offices regarding Garden Island?**
- (d) Have there been any discussions with the current Prime Minister?**

501. When does the Government plan to begin any form of community consultation on a future cruise ship terminal at Yarra Bay?

- (a) Will consultation occur as part of the preparation for the strategic business case?**
- (b) Will consultation occur as part of the preparation for the detailed business case?**
- (c) Will the results of the consultation report be released for either of the above?**
- (d) Will a list of all stakeholders consulted be released?**
- (e) Will the details of what consultation actions undertaken be made public?**

ANSWER

I am advised:

500. This is a matter for the Premier.

501. Consultation will be undertaken as part of the Detailed Business Case process. If the development of a cruise terminal was approved, an Environmental Impact Statement (EIS) would be completed which includes consultation.

Question 502

502. If no, what formal consultation actions if any regarding the location, form, structure, impacts of a potential cruise terminal will be undertaken prior to the preparation of the environmental impact statement?

ANSWER

I am advised:

The premise of your question is wrong.

Question 503

503. Who has the Government consulted to date since the Cruise Development Plan was released regarding a third cruise terminal in Sydney?

ANSWER

I am advised:

The development of the Strategic Business Case involved targeted consultation. The development of the Detailed Business Case will include broader consultation with all relevant parties.

Question 504

504. Has any approach been made regarding the Federal Government contributing funding towards a cruise terminal in Yarra Bay or Molineux point?

ANSWER

I am advised:

The NSW Government regularly meets with the Australian Government to discuss infrastructure funding.

Question 505

505. Have there been any investigations or discussions with NSW Ports or port operators about sharing land within the Port to operate a passenger cruise terminal?

ANSWER

I am advised:

Consultation with NSW Ports is ongoing.

Question 506

506. Has a land exchange or sale been investigated at any point?

ANSWER

I am advised:

No.

Question 507

507. How many cruise ships have berthed at Hayes Dock since 2015?

(a) Is Hutchison being paid to allow cruise ships to berth at Hayes Dock?

(b) What is the total cost of this payment?

ANSWER

I am advised:

Nil.

(a) No.

(b) N/A

Question 508

508. Is the strategic business case for a third cruise terminal in Sydney investigating Yarra Bay or Molineux Point, or both?

ANSWER

I am advised:

Both, in accordance with the Cruise Development Plan.

Question 509

509. When is the strategic business case for a cruise terminal at Yarra Bay or Molineux point due to be completed?

- (a) Who is preparing/prepared the preliminary strategic business case for a cruise ship terminal at Yarra Bay or Molineaux Point?**
- (b) Have any external consultants been engaged?**
- (c) What are the names of the Port Authority staff working on the strategic business case?**
- (d) What are the names of any current or former Treasury staff working on the strategic business case?**
- (e) Other than Edward Martin and Polly Bennet, do any other staff members within the Port Authority of NSW have Ministerial staffing experience within the last 5 years?**
- (f) What are the names of the Port Authority staff working on the strategic business case?**
- (g) What environmental studies have been conducted for the preparation of the strategic business case?**
 - i. What are the names of any external consultants engaged?**
- (h) What traffic studies have been conducted for the preparation of the strategic business case?**
 - i. What are the names of any external consultants engaged?**
- (i) What engineering studies have been conducted for the preparation of the strategic business case?**
 - i. What are the names of any external consultants engaged?**

ANSWER

I am advised:

The Strategic Business case has been completed.

- (a) Port Authority, in conjunction with NSW Treasury.**
- (b) Yes external consultants were engaged.**
- (c) Port Authority staff are no longer working on the Strategic Business Case.**
- (d) This question should be referred to the Treasurer.**

- (e) No.**

- (f) Port Authority staff are no longer working on the Strategic Business Case.**
- (g – i) Port Authority engaged specialist consultants to perform studies in order to determine the technical feasibility of cruise infrastructure at both Yarra Bay and Molineux Point, Botany to support a Strategic Business Case. Specific details of studies prepared for the Strategic Business Case are not publicly available.**

Question 510

510. Will either the strategic or detailed business case for a cruise ship terminal at Yarra Bay or Molineux Point be released?

ANSWER

I am advised:

Any business case, and the public release of these documents, is subject to review by NSW Cabinet.

Question 511

511. What types of economic modelling on the viability of third cruise terminal in Sydney have been done by NSW Government to date?

(a) Has the NSW Government engaged external consultants to conduct research regarding the future demand for cruising?

(b) If not, has it relied on research compiled by the cruise industry?

(c) If the NSW Government has conducted its own research do its findings align with the view presented by the cruise ship industry?

ANSWER

I am advised:

I refer you to my answer to supplementary question 509 (g-i).

Question 512

512. Is ship-to-shore power being considered in the preparatory work for either the strategic or the detailed business case?

ANSWER

I am advised:

Ship to shore power will be considered.

Question 513

513. Will either the strategic business or detailed business cases factor in the cost of future remedial work in Botany Bay?

ANSWER

I am advised:

If any remedial work is necessary it will be considered.

Question 514

514. Has any consideration been given to compensating councils for the impacts of a future cruise terminal?

ANSWER

I am advised:

No decisions have been made regarding a possible cruise terminal at Port Botany.

Question 515

515. Has the Minister for Transport, been personally briefed on the proposed cruise ship terminal at Yarra Bay or Molineux Point?

(a) If so, by whom?

ANSWER

I am advised:

Yes.

(a) Port Authority personnel.

Question 516-519

516. How many nights travel were claimed by the Minister during the 2018-19 period?

517. How many nights travel were claimed by the Minister's spouse during the 2018-19 period?

518. What was the total amount of travel allowances claimed by the Minister and their spouse (if applicable) during 2018-19?

ANSWER

519. What is the total amount of meal allowances claimed by the Minister and their spouse (if applicable) during 2018-19?

ANSWER

I am advised:

In 2018-19, total expenditure by the Ministry on domestic travel was \$1,093,735.

Question 520-522

520. What was the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in 2018-19?

521. What is the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in

(a) 2019-20?

(b) 2020-21?

(c) 2021-22?

522. What was the total efficiency dividend that was achieved for each department, statutory agency and/or other body within your portfolio between 2011-12 and 2018-19 inclusively?

ANSWER

I am advised:

Savings from the NSW Government's efficiency dividend are outlined in the Budget Papers.

Question 523

523. How many staff are in your ministerial office?

(a) What was the average salary for staff members in your office during 2018-19?

(b) What is the estimated average salary for a ministerial staffer in your office in 2019-20 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 524

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

(a) For each phone, how much was each bill in 2018-19?

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

(c) What is the cost of replacing those phones?

ANSWER

I am advised:

There were 261 smartphones and other mobile devices allocated across the Ministers' IT Network in 2018-2019. The total usage cost of these smart phones and other mobile devices (including iPads) was \$334,630, compared to 2009-10 expenditure of \$434,854 under Labor. There were 6 devices lost/stolen across the Ministerial Offices during 2018-2019. 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 525

525. 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 2018-19?

(b) How many iPads or tablets have been replaced due to lost or damage in 2018-19?

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

ANSWER

I am advised:

There were 111 iPads allocated across the Ministers' IT Network in 2018-2019. 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 526

526. Has any artwork been purchased or leased for display in your ministerial office in 2018-19?

(a) What is the cost of this?

ANSWER

I am advised:

Artwork in Ministers' Offices includes art donated at no cost.

Question 527-528

527. Have any floral displays or indoor plants or pot plants been hired or leased for display in your ministerial office in 2018-19?

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

528. Have any floral displays or indoor plants or pot plants been purchased for display in your ministerial office in 2018-19?

ANSWER

I am advised:

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

Question 529

529. What was the total cost of all subscriptions by you and your staff to news services, newspapers, magazines, journals and periodicals (including online services) in 2018-19?

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

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

ANSWER

I am advised:

Ministers' offices subscribe to a modest number of publications, which are managed within Ministerial office budgets.

Question 530

530. What was the total value of all gifts purchased for use by you and your office in 2018-19?

(a) What were the gifts purchased?

(b) Who were they gifted to?

ANSWER

I am advised:

Gifts are presented to dignitaries during overseas missions and to dignitaries visiting NSW in accordance with established protocol.

Question 531

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

ANSWER

I am advised:

The Ministry spent \$466 on filtered water for their offices in 2018-19.

Question 532

532. How much did your ministerial office spend on hospitality, including catering and beverages, in 2018-19?

ANSWER

I am advised:

Expenditure on hospitality across the Ministry totalled \$27,782 in 2018-19, which includes catering for stakeholder meetings and courtesy calls with visiting dignitaries.

Question 533

533. 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 2018-19, all costs associated with these vehicles were paid from the relevant Ministerial office budget.

Question 534

534. What was the total bill for your office in 2018-19 for:

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

ANSWER

I am advised:

Agency travel was conducted in accordance with relevant NSW Government policies and guidelines including Treasury Circular TC18-15 and ATO determinations.

Question 535

535. Were any planes or helicopters chartered by you or your office and paid for with public money in 2018-19?

(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 \$83,845 in 2018-19, compared to 2009-10 expenditure of \$281,567 under Labor.

Question 536

536. 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 2018-19?

ANSWER

I am advised:

No.

Question 537-538

537. Have any of your departments, statutory agencies and/or other bodies 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 2019-20

538. How much have your departments, statutory agencies and/or other bodies spent in the roll-out of the agile working environment including laptops, furniture, lockers and other equipment in 2018-19?

ANSWER

I am advised:

Accommodation planning for Transport Cluster agencies is undertaken in accordance with the Government's accommodation strategy and design guidelines. Agile working environments are being rolled out as appropriate.

Question 539

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

(a) How much was spent on hospitality, including catering and beverages, in 2018-19?

(b) Whether the department, statutory agency and/or other body has coffee machines? And if so:

i. How many?

ii. What was their purchase cost?

iii. What is their maintenance cost?

iv. Who has access to them?

v. Which staff have access to the machines?

ANSWER

I am advised:

Expenditure on hospitality is limited to official work related purposes with any related staff benefits subject to Fringe Benefits Tax provisions.

The provision and acceptance of gifts, benefits and hospitality is subject to specific policies and agency Codes of Conduct and is strictly monitored.

Question 540

540. Do any departments, statutory agency and/or other bodies within your portfolio responsibilities utilise the services of Labour Hire Firms? If yes, please advise in table form for 2018-19:

- (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**
- (h) Who authorised the use of labour hire companies?**
- (i) Do staff under these labour hire arrangements receive as much training and security clearance as permanent staff?**

ANSWER

I am advised:

The Transport Cluster uses Labour Hire firms, in accordance with NSW Public Service policies to cover temporary vacancies as required.

Question 541

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

(a) What was the cost of stationary for the following financial years:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present

(b) What brand of paper is used?

i. Is this paper Australian made?

ANSWER

I am advised:

Stationery purchases by Transport Cluster agencies are made in accordance with the applicable policies and procedures on procurement.

Question 542

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

(a) How many credit cards are currently on issue for staff?

i. Please provide a break-down of this information by grade.

(b) What was the value of the largest reported purchase on a credit card for the following financial years:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present

(c) What was each largest reported purchase for?

(d) How much interest was paid on amounts outstanding from credit cards for the following financial years:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present

(e) How much was paid in late fees on amounts outstanding from credit cards for the following financial years

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present

(f) What was the largest amount outstanding on a single card at the end of a payment period and what was the card holder's employment grade?

(g) How many credit cards have been reported lost or stolen?

i. What was the cost to replace them?

(h) How many credit card purchases were deemed to be illegitimate or contrary to agency policy?

i. What was the total value of those purchases?

ii. How many purchases were asked to be repaid on the basis that they were illegitimate or contrary to agency policy and what was the total value thereof?

iii. Were all those amounts actually repaid?

iv. If no, how many were not repaid, and what was the total value thereof?

(i) What was the largest purchase that was deemed illegitimate or contrary to agency policy and asked to be repaid, and what was the cardholder's employment grade?

i. What that amount actually repaid, in full?

ii. What amount was left unpaid?

(j) Are any credit cards currently on issue connected to rewards schemes?

i. Do staff receive any personal benefit as a result of those reward schemes?

(k) Can a copy of the staff credit card policy please be provided?

ANSWER

I am advised:

The NSW Government has implemented a PCard program to realise a number of benefits including savings from the use of cards over traditional high cost procure-to-pay processes and the enhanced capability to track and monitor expenditure.

Cards are issued to staff according to business need and are managed in accordance with Treasury Policy TPP 17-09 Use and Management of NSW Government Purchasing Cards.

Staff are prohibited from using official PCards for personal or other unofficial purposes and cards are not connected to reward schemes or any other program that would provide a personal benefit to the cardholder. All NSW Government card balances are paid within bank payments terms and therefore no late fees or interest charges are incurred.

Question 543

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

(a) How many media/communications/public relations advisers are employed?

i. What is the total salary cost for media/communications/public relations advisers in 2018-19?

(b) What is the forecast for the current financial year for the number of media/communications/public relations advisers to be employed and their total cost?

(c) What is the total cost of media monitoring services?

i. Please provide a breakdown by department, statutory agency and/or other body.

(d) Are any media or public relations advisers currently engaged as contractors?

i. Who are these contracts with?

ii. What is the value of these contracts?

(e) How much was spent on media or public relations advisors in financial year:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present?

ANSWER

I am advised:

(a-b) Transport for NSW staff numbers are included in the Annual Report. Transport for NSW staff numbers undertaking media or public relations activities are commensurate with need and can go down or up as required.

(c-e) The Financial Statements, including legal, consulting and any other general costs from third party service providers, are available in the agency annual report. These are available in accordance with NSW Government Procurement Policy.

Question 544

544. How much did your ministerial office spend on Facebook advertising or sponsored posts in 2018-19?

ANSWER

I am advised:

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

Question 545

545. How much did your department, statutory agency and/or other body in the Minister's portfolio spend on Facebook advertising or sponsored posts in 2018-19?

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 546

546. 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?

(b) Have you undertaken any official overseas travel that was privately funded?

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

(d) Who paid for these trips?

ANSWER

I am advised:

Details of overseas travel including costs are published on agency websites.

Question 547

547. What was the total expenditure in 2018-19 by departments, statutory agencies and/or other bodies within your portfolio on:

- (a) Taxi hire**
- (b) Limousine**
- (c) Private car hire**
- (d) Hire car rental**
- (e) Ridesharing services**
- (f) Chartered flights?**

ANSWER

I am advised:

Agency travel was conducted in accordance with relevant NSW Government policies and guidelines including Treasury Circular TC18-15 and ATO determinations.

Question 548

548. Are any of the senior executives in the relevant department, statutory agency and/or other body 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, statutory agency and/or other body?

(c) What is the total cost of drivers for senior executives in the department, statutory agency and/or other body?

ANSWER

I am advised:

No.

Question 549

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

(a) How much was spent in legal costs in 2018-19?

i. For what specific purposes or matters was legal advice sought?

(b) Have departments, statutory agencies and/or other bodies under your portfolio engaged any consultants to provide the following services or advice in 2018-19:

i. Social media

ii. Photography

iii. Acting training

iv. Ergonomics

(c) What was the cost of these services?

i. Social media

ii. Photography

iii. Acting training

iv. Ergonomics

ANSWER

I am advised:

The Financial Statements, including legal, consulting and any other general costs from third party service providers, are available in agency annual report.

Question 550

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

(a) What were the top 20 most utilised (by data sent and received) unique domain names accessed this year?

(b) What were the top 20 most accessed (by number of times accessed) unique domain names accessed this year?

ANSWER

I am advised:

Data sent and received is not tracked as a website metric as this does not provide customer benefit.

Question 551-555

551. How many redundancies were processed by departments, statutory agencies and/or other bodies within your portfolio responsibilities during 2018-19?

(a) Of these redundancies, how many were:
i. Voluntary?

552. What was the total cost of all redundancies?

553. Have any staff who received a redundancy in the last two years undertaken any paid work or provided any paid services for the department, statutory agency and/or other body with which they were formerly employed?

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

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

554. Are any staff formerly employed by your ministerial office now employed by departments, statutory agencies and/or other bodies under your portfolio responsibility?

555. How many staff were dismissed from departments, statutory agencies and/or other bodies under your portfolio responsibilities in 2018-19?

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

ANSWER

I am advised:

Voluntary redundancies are a component for agencies to achieve their efficiency dividends. Redundancy figures can be found in the Annual Report. 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 and regional employees have been quarantined from this measure.

Question 557-568

557. How many mobile phones are given to staff or board members?

(a) How many new mobile phones were purchased in the last year?

558. What is the total cost of these phones for the following financial years:

(a) 2015-16

(b) 2016-17

(c) 2017-18

(d) 2018-2019

(e) 2019-present?

559. How many had to be replaced due to damage?

560 How many were reported as lost?

561. How many tablets are given to staff or board members?

(a) How many new tablets in the last year?

562. What is the total cost of these tablets for the following financial years?

(a) 2015-16

(b) 2016-17

(c) 2017-18

(d) 2018-2019?

563. How many phones and tablets had to be replaced due to damage?

563. How many phones and tablets had to be replaced due to damage?

565. How many people have both a smart phone and a tablet?

(a) What is the lowest ranked official who has both a work smart phone and tablet?

565. How many people have both a smart phone and a tablet?

(a) What is the lowest ranked official who has both a work smart phone and tablet?

567. Do the departments, statutory agencies and/or other bodies within your portfolio have an iTunes account?

(a) What was the total expenditure in 2018-19 on iTunes?

(b) What applications/subscriptions/services were purchased through iTunes?

568. Do the departments, statutory agencies and/or other bodies within your portfolio have a Google Play Store account?

(a) What was the total expenditure in 2018-19 on through the Google Play Store?

(b) What applications/subscriptions/services were purchased through the Google Play Store?

ANSWER

I am advised:

IT costs are managed within each agency's budget and in accordance with NSW Government's ICT and procurement policies and frameworks

Question 569 - 571

569. Please provide a list of all transactions where customers need to pay a merchant fee on credit and/or debit card payments to a department, statutory agency and/or other body within your portfolio.

570. Please provide the percentage and/or amount of the merchant fees applied to all credit and/or debit card payments/transactions to a department, statutory agency and/or other body within your portfolio.

571. What was the total amount paid in merchant fees on credit and/or debit card payments to departments, statutory agencies and/or other bodies within your portfolio in 2018-19?

ANSWER

I am advised:

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

Transport for NSW 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 572 -573

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

(a) How much was spent on advertising in the following financial years:

- i. 2015-16**
- ii. 2016-17**
- iii. 2017-18**
- iv. 2018-2019?**

573. Has your department, statutory agency and/or other body within your portfolio engaged in any corporate sponsorships?

(a) Who were these sponsorships with?

(b) What was the purpose of these sponsorships?

(c) What was the value of these sponsorships, by case and year?

(d) What was the value of these sponsorships in the following financial years:

- i. 2015-16**
- ii. 2016-17**
- iii. 2017-18**
- iv. 2018-19?**

ANSWER

I am advised:

The Financial Statements, including advertising and sponsorship, are available in agency annual reports. The NSW Government may use advertising to inform the public of their rights, obligations and entitlements as well as to explain government policies, programs, services and initiatives. Government advertising is conducted within guidelines outlined in the NSW Government Advertising Handbook. Any sponsorship arrangements are conducted within ICAC principles.

Question 574

574. Has your office or department, statutory agency and/or other body within your portfolio used a Probity Auditor or Probity Advisors, or similar, in the past five years? If so please list the company and/or individual, the project, the engagement dates, and their total remuneration in tabular format.

ANSWER

I am advised:

In accordance with the NSW Procurement Board's Direction (PBD-2013-05), Transport for NSW 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 advisers valued more than \$50,000.

Question 575-582

575. For each department, statutory agency and/or other body within 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?**
- (e) 2018/19?**

576. What proportion of the electricity consumed by each department, statutory agency and/or other body within 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.

577. How much money was spent on electricity for each department, statutory agency and/or other body within your portfolio by name in each of the above financial years?

578. What was the name of the energy supplier to each department, statutory agency and/or other body within your portfolio by name for those financial years?

579. How much electricity is it estimated that each department, statutory agency and/or other body within your portfolio will consume in:

- (a) 2019-20?**
- (b) 2020-21?**
- (c) 2021-22?**

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

581. For each department, statutory agency and/or other body within your portfolio by name, please provide the estimated proportion of energy to be used from each kind of energy (coal, gas, solar, wind etc.)?

582. What is the name of the energy supplier to each department, statutory agency and/or other body within your portfolio for each of:

- (a) 2019-20?**
- (b) 2020-21?**
- (c) 2021-22?**

ANSWER

I am advised:

Energy purchases by Transport Cluster agencies are made in accordance with the applicable policies and procedures on procurement 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 – ERM Power 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.

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

Question 583

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

(a) Any gardening services used for indoor or outdoor pot plants/flowers maintenance?

i. Who are the contracts with?

ii. How much does each contract cost?

iii. How often do they visit?

iv. How much was spent on this service in financial year:

• 2015-16

• 2016-17

• 2017-18

• 2018-19?

(b) Any floral displays or indoor plants or pot plants hired or leased for display in any offices?

i. Who were the contracts with?

ii. How much was each contract cost?

iii. How much was spent on this service in financial year:

• 2015-16

• 2016-17

• 2017-18

• 2018-19?

ANSWER

I am advised:

The Financial Statements, including expenditure on any general costs, are available in an agency's annual report. Plant and related purchases by Transport Cluster agencies are made in accordance with the applicable policies and procedures on procurement.

Question 584 - 587

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

- (a) A copy of the entity's policy or web link to the entity's domestic violence leave policy;**
- (b) Date of introduction of domestic violence leave into enterprise agreements/contracts of employment, awards as applicable;**
- (c) Whether or not all employees and/or contractors are eligible for domestic violence leave;**
- (d) Number of days of domestic violence leave that have been taken in each financial year since the introduction of such leave;**
- (e) Number of days available for eligible staff to access domestic violence leave in each financial year;**
- (f) Number of other personal days of leave that have been taken in each financial year since the introduction of domestic violence leave;**
- (g) Number of sick days available for eligible staff to access domestic violence leave in each financial year;**
- (h) Whether or not all staff and/or contractors have access to Employee Assistance Programs?**
- (i) What training has been undertaken with management and administration for those involved in approving and/or processing domestic violence leave on issues such as?**
 - i. Privacy and confidentiality of information about domestic violence**
 - ii. Access to emotional, psychological, financial and medical support which may be required**

585. Who has provided training on domestic violence in the workplace?

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

587. What efforts have been made to ensure that perpetrators (or their accomplices) within the staffing profile are not able to access personal information of victims in order to identify their location, or other information which may assist in committing domestic violence against them, including changing or accessing records in such a way as to disadvantage them financially or legally?

ANSWER

I am advised:

(a) Section 6.18 of the Public Service Industrial Relations Guide provides guidance to staff and management on appropriate strategies for supporting a staff member experiencing domestic violence. This guidance further references Section 84A of the Award (leave for matters arising from domestic violence) and Treasury Circular 19-08 Domestic and Family Violence Workplace Support Policy – Guiding Principles for Agencies.

(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) From 1 January 2019, a separate leave type of Domestic & Family Violence Leave was made available as a separate leave type. In 2018-19, there were no reported leave days of this type taken.

(e-g) In accordance with the Award, NSW Government Sector employees are entitled to ten days paid domestic and family violence leave per calendar year. This leave is non-cumulative and can be taken in part-days, single days, or consecutive days. Staff may also 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 may be granted up to five days per calendar year.

(h) All staff, their families and contractors have access to the Employee Assistance Program.

(i) An e-learning module has been developed in consultation with Family and Community Services. Transport for NSW is working to ensure all staff are trained in line with the developed modules.

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

An e-learning module has been developed in consultation with Family and Community Services. Transport for NSW is working to ensure all staff are trained in line with the developed modules.

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

Question 588

588. For each department, statutory agency and/or other body 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.

i. Whether or not all employees and/or contractors have received such training?

ii. Is this course mandatory for all employees/ contractors?

iii. How long for each session, how many sessions?

iv. Who delivers it?

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

• How?

(b) What percentage of staff in each department, statutory agency and/or other body within your portfolio have undertaken sexual harassment and anti-bullying training and awareness programs?

(c) How many complaints have been initiated in relation to:

i. Sexual harassment

ii. Bullying

iii. Workplace violence

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.

(i) & (ii) Attendance at sexual harassment and anti-bullying training courses is mandatory for Transport for NSW and a number of other agencies in the cluster.

(iii) Session times vary between trainers and agencies but range from 2 hours up to half a day.

(iv) Various specialist providers as well as EAP providers. Some agencies utilise training courses organised by others within the cluster to maximise efficiencies.

(v) The needs of at-risk groups are considered in the training provided.

(b) Participation is mandatory in Transport for NSW and a number of agencies in the cluster.

(c) Complaints of this nature are addressed through Transport for NSW policies and agency procedures. Not all complaints are raised as a formal complaint and may be addressed informally and directly between the complainant and the individual being complained of.

Question 589

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

- (a) What number and percentage of women are employed within the department, statutory agency and/or other body within your portfolio?**
- (b) What number and percentage of women are employed within the management levels of the department, statutory agency and/or other body within your portfolio?**
- (c) What number and percentage of women are employed in the top ten leadership positions of the department, statutory agency and/or other body within your portfolio?**
- (d) What strategies does the department, statutory agency and/or other body within your portfolio use to encourage women in to management and leadership positions?**
- (e) What is the gender pay gap within your department, statutory agency and/or other body within your portfolio?**
- (f) Does the department, statutory agency and/or other body within your portfolio report participation of women figures to Women NSW on a regular basis?**

ANSWER

I am advised:

(a)-(c) This information is available in each agency's Annual Report.

(d) All agencies use 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.

(e) 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.

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

Question 590

590. How much has been spent on professional photography for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

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

Question 591

591. How much has been spent on Unmanned Aerial Services for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

The Financial Statements, including expenditure on unmanned aerial services, are available in agency annual reports.

Question 592-593

592. How many staff from your department, statutory agency and/or other body within your portfolio have been seconded to your Ministerial Office, for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

593. Please provide their names, their substantive work title, and their seconded work title.

ANSWER

I am advised:

NSW Government sector employees may be seconded from agencies to Ministers' offices in accordance with Clause 35 of the Government Sector Employment Regulation 2014.

Question 594-595

594. For each department, statutory agency and/or other body in the Minister's portfolio please report, the total expenditure on consultants by financial year:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

595. What are names and values of the five most expensive reports produced by consultancies for each department, statutory agency and/or other body in the Minister's portfolio by financial year:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

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

Question 596-599

596. How much funding, if any, has the Government committed to Picton Road in the 2019-20 Budget? If so, what will this funding build?

597. Has RMS estimated the cost of duplicating Picton Road to make it a dual carriageway? If so, how much is this expected to cost and how long would the project take to complete?

598. Would a dual carriageway on Picton Road be sufficient to meet future demand for passenger and freight vehicle movements between the Illawarra and Campbelltown/Macarthur area? If not, what is needed?

599. Is Infrastructure Australia's statement that without improvements to Picton and Appin roads that the Illawarra will be "isolated" from the benefits of Sydney's second airport an accurate characterisation of the situation? If so, what is being done to address this emerging problem? If not, why not?

ANSWER

I am advised:

In 2019-20 the NSW Government is planning \$1 million for further improvements on Picton Road including more central median safety barrier and shoulder widening to continue to address safety issues along the route. More than \$1.3 million will be spent in maintenance program work including pavement rehabilitation and road resurfacing.

The Regional NSW Services and Infrastructure Plan (SIP), released in 2018 as a supporting plan of the Future Transport 2056 Strategy, commits to the investigation of improvements on Picton Road in the 0-10 year timeframe – improvements could include the provision of additional capacity.

Transport for NSW will continue to proactively investigate opportunities to improve road safety, manage congestion, and enhance journey time reliability on Picton Road in-line with the commitment presented in the Future Transport Regional NSW Services and Infrastructure Plan (SIP).

Question 600-607

600. When was the concept plan for the new traffic signals for the promised traffic lights and intersection improvements on the Bruxner Highway in Lismore completed?

601. Has work on the concept designs for the intersection commenced?

602. If not, why not?

603. If so, when will they be announced and when is the timeline for construction?

604. Why has this election promise not yet been delivered?

605. Is the \$739,000 promised during the election for safety upgrades for Nimbin Road, Stoney Chute Road and Blue Knob Road been included in this year's State Budget?

606. If not, why not?

607. If so, how much and when will construction commence?

ANSWER

I am advised:

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

Question 608-609

608. The current formula used to determine warrants for pedestrian crossings, additional flashing lights outside schools and the allocation of crossing guards, all rely on the volume of pedestrian traffic, but dangerous crossings often miss out because parents refuse to let their kids cross unsupervised. Doesn't this mean that dangerous crossings are being left without appropriate safety measures?

609. Does the Government have any plans to change this?

ANSWER

I am advised:

I refer you to my previous response, LA 0892

Question 610-612

610. Is the Government considering calls from advocates like Bicycle NSW for driver education on road rules as part of license renewal?

611. Does the Minister support the proposal?

612. If not, why not?

ANSWER

I am advised:

NSW drivers with unrestricted licences are not currently required to re-sit theory or practical tests when renewing their licence. At present, there are no plans to introduce periodic retesting of all drivers. However enhancement of road safety content in driver testing, including safe interactions with vulnerable road users, has been identified as part of the Road Safety plan 2021. NSW has implemented a targeted approach to re-testing by directly addressing unsafe driving behaviour and licence holders that are considered high risk. This approach targets the road safety risk of drivers who exhibit risky behaviour without imposing additional licensing requirements on the general population.

Question 613

613. How many road rules have changes over the past 5 years in total?

ANSWER

I am advised:

The NSW Road Rules have been amended on 20 occasions since the commencement of the NSW Road Rules 2014 on 1 December 2014. These amendments have resulted in 37 road rules changes.

Question 614

614. How many of these pertain specifically to cycling?

ANSWER

I am advised:

Six changes specifically affect bicycle riders:

- **The introduction of Minimum Passing Distance rules (RR 144-1 and 144-2)**
- **Minor change to the wording of RR 245 (riding a bicycle) to provide that the rider must 'be' astride of the seat, rather than 'sitting' astride of the seat**
- **Permitting riders with a medical condition as outlined in a medical certificate (and those accompanying them) to ride on the footpath (RR 250)**
- **change to the age a child may ride on the footpath from under 12 to under 16 (RR250 and 250-1)**
- **Clarification that a bicycle rider can cross with a green bicycle crossing light even though traffic lights are red or orange (262A)**
- **Requirement for bicycle riders to comply with RR 299 (television receivers and visual display units in vehicles).**

Question 615

615. How many of these pertain specifically to pedestrian safety?

ANSWER

I am advised:

None.

Question 616

616. What process does the Centre for Road Safety have for ensuring that drivers understand new rules?

ANSWER

I am advised:

TfNSW utilises a combination of public communication and partner channels to communicate road rule changes, to ensure public awareness and understanding of changes. Key channels utilised are paid advertising (TV, radio, outdoor), social media, on-road messaging (Variable Messaging Signs), TfNSW website, publications and public relations activities, which have helped communicate the motorcycle lane filtering, minimum passing distance and 'slow down and give space' road rule changes over the past 5 years.

Question 617

617. With the dissolution of RMS, who will attend local Government traffic committees?

ANSWER

I am advised:

Transport for NSW will attend the local traffic committees.

Question 618

618. Are there any plans to change the role they play in traffic committees?

ANSWER

I am advised:

No.

Question 619

619. Will they maintain a veto vote at local traffic committees?

ANSWER

I am advised:

Transport for NSW will continue to participate in the local traffic committee meetings with identical responsibilities to Roads and Maritime.

Question 620

620. Considering that one of the key factors that encourage people to walk is the provision of footpaths and the planting of street-trees, how is the Government going to ensure that a significant proportion of the 6 million trees it has promised to plant will be planted on footpaths?

ANSWER

I am advised:

This is a matter for the Minister for Planning and Public Spaces.

Question 621

621. Why has the Government not fulfilled its promise to construct the Sydney Harbour Bridge Cycleway?

622. When will the Sydney Harbour Bridge Cycleway Ramp be completed to provide an alternative to help relieve road and public transport congestion?

ANSWER

I am advised:

The premise of your question is wrong. TfNSW is continuing to work with stakeholders to finalise the project. The NSW Government's continues to maintain a funding allocation to deliver this project.

Question 623

623. Does the Government monitor and measure cyclist and pedestrian movements on the Tibby Cotter Bridge in Moore Park?

624. Does the Government monitor and measure cyclist and pedestrian movements on alternative crossings to Tibby Cotter Bridge across Anzac Parade?

ANSWER

I am advised:

The NSW Government delivered the Albert 'Tibby' Cotter walkway bridge for spectators walking to and from major events in the precinct, local students and residents, public transport users and cyclists travelling to and from the city each day. Surveys have been conducted on pedestrians and cyclists using the bridge.

Question 625-635

625. What is the timeline for delivering the NSW Government's election promise to fund 300 lollypop school crossing supervisors at Government and non-Government schools?

626. Considering this announcement, will the Department change the formula used to determine the allocation of crossing guards or the warrant required to install a pedestrian crossing or flashing lights near schools?

627. What proportion of funds from the Centre for Road Safety is allocated to improving road safety around schools?

628. What was the total amount of time it took the Government to roll-out additional flashing lights to 500 schools?

629. What was the total cost of these additional flashing lights?

630. How many schools applied to be one of these 500 schools?

631. Of the schools who were rejected, how many had applied for flashing lights more than once?

632. Has the Government committed to funding wayfinding and other signage around schools to assist students to walk to and from school?

633. If not, why not?

634. If so, how much?

635. Are there any measurements taken of the proportion of journeys taken to transport hubs, Universities, TAFE campuses or government offices by bike?

ANSWER

I am advised:

300 new school crossing supervisors to be rolled out over three years with the first 80 starting in Term 4 2019.

Question 636

636. Why was the cycleway promised in conjunction with the M4 East project delayed?

ANSWER

I am advised:

The cycleway opened in line with the project opening, and was not delayed.

Question 637

637. Why will the eventual cycleway need to be closed at Sydney Olympic Park during periods of high volumes (including the Royal Eastern Show) when these are the times we should be encouraging more people to ride to events?

ANSWER

I am advised:

Relevant stakeholders have been working closely on a proposed diversion route which aims to address concerns around cyclists' safety by providing an alternative route during major events when special event buses use this underpass. During major events signs and bollards would be in place alerting cyclists to the alternative cycle route to use.

The majority of time, the cycleway utilising the underpass will be available for use.

The WestConnex Project company is currently consulting with stakeholders including Bicycle NSW on this matter.

Question 638

638. Why was a safer alternative – like an overpass – not planned for and delivered by WestConnex when they knew that safety would be an issue?

ANSWER

I am advised:

The cycleway, which has been approved by the Department of Planning and Environment utilises an existing underpass beneath Homebush Bay Drive, which is also used for special buses during major events at the precinct.

Relevant stakeholders have been working closely on a proposed diversion route which aims to address concerns around cyclists' safety by providing an alternative route during major events when special event buses use this underpass. During major events signs and bollards will be in place alerting cyclists to the alternative cycle route to use.

Question 639

639. Why has a separated cycleway not been included as part of a major motorway project since the M7 in 2003?

ANSWER

I am advised:

I refer you to the response to supplementary question 182.

Question 640

640. With respect to the M4-M5 Link, why has the direct walking and cycling link between the Rozelle Railyards and waterfront provided by the landbridge now been jettisoned with the landbridge's relocation, requiring cyclists and pedestrians to cross busy lights or use circuitous pathways when travelling between these two locations?

ANSWER

I am advised:

Active transport connectivity in Rozelle and Annandale will be improved by the Rozelle Interchange project.

The landbridge has not been jettisoned, it has been realigned. This green link will provide a direct connection between the new park at the Rozelle Rail Yards and the Rozelle Bay light rail stop via a landscaped and fully planted land-bridge. This green link will be approximately 115 metres long and 15 metres wide (equivalent to 5 lanes of traffic) with a central shared user path for both pedestrians and cyclists.

In addition to this realigned land-bridge, there will be a new shared user path bridge spanning The Crescent (eastbound) to the east of The Crescent / City West Link intersection, providing a connection between the Rozelle Park and Rozelle Bay Foreshore. This shared user path bridge will be located to the east of the green link, providing north/south pedestrian and cyclist connectivity between Rozelle Park, the Rozelle Bay foreshore and Bicentennial Park. In addition this will provide uninterrupted views of the City and Rozelle Bay.

These two access ways will mean pedestrian and cyclists can access the new circa ten hectare Rozelle Park with dedicated infrastructure which separates them from the traffic of the City West Link. Access to the park will be provided from both the Light Stop and the Rozelle Bay foreshore.

Question 641

641. What is the additional cost of the M4-M5 modification that redirects the landbridge to make way for an overpass?

ANSWER

I am advised:

This will be delivered within the WestConnex Budget.

Question 642-643

642. Has the Government or its agencies modelled the difference in time it will take either a pedestrian or a cyclist to access the waterfront from the Rozelle Railyards according to the modified plans as opposed to the initial proposal?

643. If not, why not?

ANSWER

I am advised:

I refer you to the response to supplementary question 640.

Question 644-646

644. When will Nelson Bay Road between the Stockton Bridge and Newcastle Airport be duplicated?

(a) What is the cost of duplicating this section of road?

645. I refer to the \$300,000 committed by the government to improving pedestrian access at Nelson Bay Road at Fern Bay, when will this project be completed?

ANSWER

I am advised:

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

Question 646

646. Can you please provide the timeline for the construction of the Newcastle Inner City Bypass Stage 5?

(a) What is the total cost of Stage 5?

(b) Has the Minister considered the impact of the John Hunter Hospital redevelopment on the Newcastle Inner City Bypass Stage 5 project?

ANSWER

I am advised:

Timing for construction is subject to approval of the Final Business Case. The NSW Government has announced \$280 million.

The project budget includes \$13 million in funding to be provided by NSW Health for the full interchange at the rear of the John Hunter Hospital. Transport for NSW and NSW Health have consulted on the co-ordination of the two projects.

Question 647

647. Will the traffic signals at the intersection of Glebe Road and Park Avenue be synchronised with the level crossing?

ANSWER

I am advised:

Newcastle City Council has secured funding through the Australian Government Blackspot program for the installation of traffic lights at the intersection of Glebe Road and Park Avenue, Adamstown. Both Glebe Road and Park Avenue are under the care and control of Council.

An upgrade of the level crossing signalling system, including a platform extension, is required prior to the installation of traffic lights adjacent to the level crossing. This upgrade work is being designed and managed by Sydney Trains and is expected to be completed by 2021. In conjunction with Transport for NSW, City of Newcastle is undertaking all the preparatory works for the traffic signal installation.

It is expected that traffic signals will be operational in 2021 following completion of the level crossing signalling upgrade by Sydney Trains. Most of the preparatory works, including the modification of Court Street, have now been completed by City of Newcastle.

**Information about the project is available at:-
<http://www.newcastle.nsw.gov.au/Council/News/Projects-Works/Adamstown-Glebe-Road-local-centre-and-traffic-im>**

Question 648

648. Have the level crossing signalling system at Adamstown been upgraded?

(a) If not, when will this project be completed?

(b) What is the expected total cost of this project?

ANSWER

I am advised:

The signalling has not been upgraded yet; the project is in progress. The project is currently planned for completion in June 2021.

The expected total cost of the project, including work completed to date is \$3.6m. This does not include costs being borne by Newcastle City Council for provision of traffic lights to be interfaced with the level crossing.

Question 649

649. What is the forecast final cost for following projects:

- (a) Bus Priority Infrastructure Program?**
- (b) Delivering Sydney Clearways?**
- (c) Heathcote Road, Bridge over Woronora River?****(d) Heathcote Road, Infantry Parade to The Avenue?**
- (e) Henry Lawson Drive Upgrade (Stage 1)?****(f) Mona Vale Road West, McCarrs Creek Road to powder Works Road?**
- (g) New Hawkesbury River crossing at Richmond (Planning)?**
- (h) Stacey Street Widening between Rookwood Road and Griffiths Avenue?**
- (i) Gateway to the South Pinch Points?**
- (j) SIS Pinch Point Program (Pinch Point 3 Program)?**
- (k) Memorial Avenue, Old Windsor Road to Windsor Road?**
- (l) Mulgoa Road, Jeanette Street to Blaikie Road?**
- (m) Spring Farm Parkway, Stage 1?**
- (n) Muswellbrook Bypass?**
- (o) Prospect Highway?**
- (p) The Horsley Drive, M7 Motorway to Cowpasture Road?**
- (q) M12 Motorway?**
- (r) F6 Extensions Stage 1?**
- (s) Sydney Gateway?**
- (t) Western Harbour Tunnel & Beaches Link**

ANSWER

I am advised:

The cost estimate for this program/project will be announced when the (final major) construction contract is awarded.

- a) \$260 million for the program.**
- b) \$121 million for the program.**
- c) \$30 million**
- d) \$188 million**
- e) \$100 million**
- f) \$20.7 million for planning**
- g) \$250 million**
- h) About \$450 million, depending on the Final Business Case.**
- i) \$300 million for the program.**
- j) \$300 million for the program.**

k) More than \$300 million combined with the Prospect Highway Upgrade

l) \$100 million

m) A forecast final estimate is not available as this project is at Strategic Estimate stage. Department of Planning, Industry and Environment has allocated \$30 million from their Housing Acceleration fund for planning.

n) Muswellbrook Bypass - The NSW Government has committed \$266 million for Muswellbrook Bypass

o) More than \$300 million combined with the Memorial Avenue Upgrade

p) \$190 million

(q) \$1.8 billion

r) F6 Extensions Stage 1: \$2.2 - \$2.6 billion

s) Sydney Gateway : \$2.2 - \$2.6 billion

t) Western Harbour Tunnel & Beaches Link: A total cost for the projects will be estimated once we have finalised the reference designs and confirmed the procurement and delivery strategies.

Question 650

650. What is the BCR for the following projects?

- (a) Bus Priority Infrastructure Program?**
- (b) Delivering Sydney Clearways?**
- (c) Heathcote Road, Bridge over Woronora River?**
- (d) Heathcote Road, Infantry Parade to The Avenue?**
- (e) Henry Lawson Drive Upgrade (Stage 1)?**
- (f) Mona Vale Road West, McCarrs Creek Road to powder Works Road?**
- (g) New Hawkesbury River crossing at Richmond (Planning)?**
- (h) Stacey Street Widening between Rookwood Road and Griffiths Avenue?**
- (i) Gateway to the South Pinch Points?**
- (j) SIS Pinch Point Program (Pinch Point 3 Program)?**
- (k) Memorial Avenue, Old Windsor Road to Windsor Road?**
- (l) Mulgoa Road, Jeanette Street to Blaikie Road?**
- (m) Spring Farm Parkway, Stage 1?**
- (n) Muswellbrook Bypass?**
- (o) Prospect Highway?**
- (p) The Horsley Drive, M7 Motorway to Cowpasture Road?**
- (q) M12 Motorway?**
- (r) F6 Extensions Stage 1?**
- (s) Sydney Gateway?**
- (t) Western Harbour Tunnel & Beaches Link**

ANSWER

I am advised:

a) 1.2 - 1.8 for the program. This will depend on the basis of a corridor approach to project delivery. .

b) 13.4 for the program.

c) 0.23

d) 1.7

e) A BCR is not available at this time.

f) 3.3

g) A BCR is not available at this time.

h) Up to 6, depending on the Final Business Case.

i) 5.5 for the program.

j) 8.6 for the program.

k) 2.7

l) 3.5

m) A BCR is not available.

n) 1.3

o) 5.6

p) 5.7

q) 1.6

(r & s) This information is publically available in the final business case summaries at <http://www.infrastructure.nsw.gov.au/expert-advice/business-case-summaries/>.

t) This is Commercial in Confidence

Question 651

651. What is the total budget allocation for legal advice for Standing Order 52 'Order for the Production of Papers?'

(a) How much has been spent in each month since January 2019?

(b) Which law firms were engaged to provide advice?

(c) Was the legal advice accepted and applied in each case?

i. If not, which return for Standing Order 52 did not accept and apply the legal advice provided?

ANSWER

I am advised:

This information is publicly available.

Question 652-663

652. How much funding, if any, has the Government committed to Picton Road in the 2019-20 Budget?

(a) What will this funding build?

653. Has RMS estimated the cost of duplicating Picton Road to make it a dual carriageway?

(a) If so, how much is this expected to cost and how long would the project take to complete?

654. Would a dual carriageway be sufficient to meet future demand for passenger and freight vehicle movements between the Illawarra and Campbelltown/Macarthur area? If not, what is needed?

655. Is Infrastructure Australia's statement that without improvements to Picton and Appin roads that the Illawarra will be "isolated" from the benefits of Sydney's second airport an accurate characterisation of the situation? See Urban Transport Crowding and Congestion, Infrastructure Australia (p. 4 <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-08/Urban%20Transport%20Crowding%20and%20Congestion.pdf>)

(a) If so, what is being done to address this emerging problem?

(b) If not, why not?

656. Has the Minister read the report "Upgrading road connectivity between the Illawarra and Greater Sydney" May 2018, commissioned by the NRMA and the Illawarra Business Chamber?

657. Is the Minister aware that Picton Road is forecast to reach peak-hour capacity in 2022 and daily capacity in 2025 in the NRMA/Illawarra Business Chamber report?

658. What plans does the Government have in place to address the congestion issues that will occur when Picton Road reaches capacity in 2022/2025?

659. Given the Government's Future Transport Strategy has identified improvements to Picton Road as a priority for investigation within 10 years, what work has been done to investigate the duplication of Picton Road to a divided highway?

660. Is it appropriate that Picton Road is less than freeway standard given that it carries in excess of 20,000 vehicles per day with a heavy vehicle proportion around 25%?

661. Is the Government planning to upgrade Picton Road to a four lane divided highway? If so when?

662. Is Picton Road of a lower standard than other roads in NSW that carry similar volumes and mix of cars and heavy vehicles daily?

663. NSW is spending over \$92 million per year (most recent figures from 2015/16 SafeWork NSW) on mental illness compensation? What is TfNSW specifically doing to address mental health issues, particularly through times of upheaval such as the dissolution of RMS?

ANSWER

I am advised:

I refer you to the response to supplementary questions 596-599.

Question 664-665

664. What are the Governments current plans for the transition of the National Heavy Vehicle Regulator?

665. Can the Minister explain a reduction of 15% over the last 2 years of Compliance Operations Inspectors?

ANSWER

I am advised:

Following a decision in 2016 by the Transport and Infrastructure Council to transition a number of services currently delivered by jurisdictions to the NHVR, NSW has given in-principle support for the transition of all NSW regulatory services.

Once this future operational model is developed, there will be a period of integrated management between Roads and Maritime and the NHVR, before any final decision is made to fully transition these services.

Question 666

666. How many truck intercepts were performed at Heavy Vehicle Safety Stations in 2017/2018 and 2018/2019? (there were 119,236 in 2016/2017 a drop of 17,000 from 2013/2014)

ANSWER

I am advised:

This information is publicly available.

Question 667

667. How many On Road Enforcement truck intercepts were undertaken by RMS in 2017/2018 and 2018/2019? (there were only 40,1489 in 2016/2017, a drop of 40% from 2013/2014)

ANSWER

I am advised:

In 2017/2018, there were 45,698 On Road Enforcement truck intercepts, and in 2018/2019 there were 29,355 (as of 4 Sept 2019).

Question 668

**668. How many fatalities were there from heavy vehicle crashes in 2018?
(there were 81 fatalities in 2017, an increase of 25% over the previous year)**

ANSWER

I am advised:

There were 39 fatal crashes involving heavy vehicles on NSW roads resulting in 45 fatalities.

Question 669

669. Do you think that safety on our roads are being compromised by the decrease in Compliance Enforcement functions coupled with an increase in heavy vehicles on our roads?

ANSWER

I am advised:

NSW has the most active heavy vehicle safety compliance and enforcement program in Australia.

The range of Compliance Enforcement functions conducted by heavy vehicle inspectors has not decreased. The functions carried out by heavy vehicle inspectors cover the full range of provisions under the Heavy Vehicle National Law as well as NSW state based legislation such as registration and licencing as well as road rules.

Compliance rates in heavy vehicle inspections remain steady at around 86% compliance

Annual safety checks for NSW registered heavy vehicles through the Heavy Vehicle Inspection Scheme have increased by 11% (from 2015 - 2018). This is because there are more heavy vehicles being registered in NSW. This is the most comprehensive roadworthiness safety check conducted by RMS inspectors

NSW registered heavy vehicles have a better roadworthiness compliance rate than other jurisdictions, based on an NHVR roadworthiness baseline survey. QLD (14.0%) and VIC (15.3%) have major defect non-compliance rates between two and almost three times worse than NSW (5.9%)

Question 670

670. Shouldn't there be more Inspectors on our roads in order to make our roads safer?

ANSWER

I am advised:

NSW has a comprehensive approach to supporting safety on our roads.

NSW has an allocation of 241 positions for heavy vehicle inspectors and they are supported by an extensive technology program that monitors heavy vehicles travelling across the NSW road network to ensure that the activity of inspectors is risk based for maximum results. NSW heavy vehicle inspectors perform a range of functions including vehicle inspections for registration as well as on road compliance activity.

Heavy vehicle inspectors also work closely with NSW Police across a range of compliance operations.

The number of risk-based special operations, often conducted in conjunction with NSW Police, has increased from 2015 – 2018 by 21%. These special operations target high-risk road safety behaviours such as driver fatigue and speed - or operators involved in serious crashes, or with a poor compliance history.

Question 671

671. How much was the funding deficit RMS received from the NHVR in 2018/2019?

(a) What is the projection for 2019/20?

ANSWER

I am advised:

The level of HVNL expenditure in NSW changes from year to year, depending on the timing of investment cycles and operational priorities. The funding and operating expenditure related to Heavy Vehicle National Law (HVNL) regulatory activities for 2018/19 have not yet been confirmed. These figures are expected to be finalised by the end of 2019.

(a) Roads and Maritime Services will allocate all funding received from the NHVR in 2019-20 to HVNL regulatory activities.

Question 672

672. What discussions has the Minister had regarding “reforming road levies and taxes” in order to increase revenue by \$2.1 billion per year?

ANSWER

I am advised:

I receive frequent advice on options to reform revenue and expenditure across the portfolio.

Question 673-676

673. Why did the Government not allocate funding for the detailed design of the M1 Princes Highway Mount Ousley Interchange in the 2019/2020 budget?

674. Will the Government allocate funding for the detailed design of the Mount Ousley Interchange project in the 2020/2021 budget?

675. Is the Mount Ousley Interchange project a low priority for the Government?

676. When will the Government commence construction of the Mount Ousley Interchange?

ANSWER

I am advised:

I refer you to the answer given at the Hearing.

Question 677

677. What detailed planning has been done for the future extension of Memorial Drive to Bulli Pass?

ANSWER

I am advised:

There are no current plans to extend Bulli Pass to meet up with Memorial Drive. However, land has been reserved should the need for this extension be required in the future.

Question 678

678. When will this planning and design work be completed and made available to the public?

ANSWER

I am advised:

No funding is currently available for this project and as such, no planning activities are currently being undertaken.

Question 679-681

679. Illawarra Shoalhaven Future Transport Plan (Thirroul to Unanderra Network Strategy)

680. Can the Minister explain why the Thirroul to Unanderra Network Strategy is still not publically available?

681. When was the Thirroul to Unanderra Network Strategy completed?

ANSWER

I am advised:

Transport for NSW has completed an in depth road safety and traffic assessment of the Thirroul to Unanderra road network. The assessment has been presented to Transport for NSW in accordance with the continuation of the Future Transport rollout. Transport for NSW will lead the release and approvals process as part of the consultation phase. It is being used for internal planning purposes.

An Illawarra-Shoalhaven Future Transport Plan is being developed by Transport for NSW using the information collated as part of the draft Thirroul to Unanderra Network Strategy; this plan will consider the broader future transport needs of the Illawarra-Shoalhaven region.

An Illawarra-Shoalhaven Future Transport Plan is being developed by Transport for NSW using the information collated as part of the draft Thirroul to Unanderra Network Strategy, completed in 2018.

The Illawarra-Shoalhaven Future Transport Plan is expected to be completed in 2020.

Question 682

682. What potential improvements have been identified to address congestion issues along the Princes Highway through Bulli?

ANSWER

I am advised:

Transport for NSW is currently investigating initiatives to improve the transport network along the existing road corridor in Bulli and Thirroul. Community consultation is planned to be undertaken to gain feedback on the community's experiences travelling both to and from, and through, Bulli and Thirroul and how this experience might be improved in the future.

Roads and Maritime will use community feedback to better understand the customer needs and inform further development of short-term, low cost and high impact options along the existing road corridor identified during previous traffic survey and modelling investigations undertaken in 2016.

In addition, the Illawarra-Shoalhaven Future Transport Plan will consider the broader medium and long term transport needs of the Illawarra-Shoalhaven region, including Bulli and Thirroul.

Question 683

683. Is the Memorial Drive Extension part of the Thirroul to Unanderra Network Strategy analysis/Illawarra Shoalhaven Future Transport Plan?

ANSWER

I am advised:

There are no current plans to extend Bulli Pass to meet up with Memorial Drive. However, land has been reserved should the need for this extension be required in the future.

Question 684

684. When will at least two dedicated public transport lanes, from Burwood to Haberfield, be implemented along the Westconnex route per the conditions of approval B34 for the project?

ANSWER

I am advised:

I refer you to my previous response, LA 0959.

Question 685-688

685. How many nights travel were claimed by the Minister during the 2018-19 period?

686. How many nights travel were claimed by the Minister's spouse during the 2018-19 period?

687. What was the total amount of travel allowances claimed by the Minister and their spouse (if applicable) during 2018-19?

688. What is the total amount of meal allowances claimed by the Minister and their spouse (if applicable) during 2018-19?

ANSWER

I am advised:

In 2018-19, total expenditure by the Ministry on domestic travel was \$1,093,735.

Question 689-691

689. What was the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in 2018-19?

690. What is the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in

(a) 2019-20?

(b) 2020-21?

(c) 2021-22?

691. What was the total efficiency dividend that was achieved for each department, statutory agency and/or other body within your portfolio between 2011-12 and 2018-19 inclusively?

ANSWER

I am advised:

Savings from the NSW Government's efficiency dividend are outlined in the Budget Papers.

Question 692

692. How many staff are in your ministerial office?

(a) What was the average salary for staff members in your office during 2018-19?

(b) What is the estimated average salary for a ministerial staffer in your office in 2019-20 based on current appointments?

ANSWER

I am advised:

I refer you to the answer to supplementary question 523.

Question 693

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

(a) For each phone, how much was each bill in 2018-19?

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

(c) What is the cost of replacing those phones?

ANSWER

I am advised:

I refer you to the answer to supplementary question 524.

Question 694

694. 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 2018-19?

(b) How many iPads or tablets have been replaced due to lost or damage in 2018-19?

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

ANSWER

I am advised:

There were 111 iPads allocated across the Ministers' IT Network in 2018-2019.

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 695

695. Has any artwork been purchased or leased for display in your ministerial office in 2018-19?

(a) What is the cost of this?

ANSWER

I am advised:

I refer you to the answer to supplementary question 526.

Question 696

696. Have any floral displays or indoor plants or pot plants been hired or leased for display in your ministerial office in 2018-19?

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

697. Have any floral displays or indoor plants or pot plants been purchased for display in your ministerial office in 2018-19?

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 527-528.

Question 698

698. What was the total cost of all subscriptions by you and your staff to news services, newspapers, magazines, journals and periodicals (including online services) in 2018-19?

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

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 529.

Question 699

699. What was the total value of all gifts purchased for use by you and your office in 2018-19?

(a) What were the gifts purchased?

(b) Who were they gifted to?

ANSWER

I am advised:

I refer you to the answer to supplementary question 530.

Question 700

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 531.

Question 701

701. How much did your ministerial office spend on hospitality, including catering and beverages, in 2018-19?

ANSWER

I am advised:

I refer you to the answer to supplementary question 532.

Question 702

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 533.

Question 703

703. What was the total bill for your office in 2018-19 for:

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 534.

Question 704

704. Were any planes or helicopters chartered by you or your office and paid for with public money in 2018-19?

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

ANSWER

I am advised:

I refer you to the answer to supplementary question 535.

Question 705

705. 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 2018-19?

ANSWER

I am advised:

I refer you to the answer to supplementary question 536.

Question 706-707

706. Have any of your departments, statutory agencies and/or other bodies 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 2019-20?

707. How much have your departments, statutory agencies and/or other bodies spent in the roll-out of the agile working environment including laptops, furniture, lockers and other equipment in 2018-19?

ANSWER

I am advised:

I refer you to the answer to supplementary questions 537.

Question 708

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

(a) How much was spent on hospitality, including catering and beverages, in 2018-19?

(b) Whether the department, statutory agency and/or other body has coffee machines? And if so:

- i. How many?**
- ii. What was their purchase cost?**
- iii. What is their maintenance cost?**
- iv. Who has access to them?**
- v. Which staff have access to the machines?**

ANSWER

I am advised:

I refer you to the answer to supplementary question 539.

Question 709

709. Do any departments, statutory agency and/or other bodies within your portfolio responsibilities utilise the services of Labour Hire Firms? If yes, please advise in table form for 2018-19:

- (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**
- (h) Who authorised the use of labour hire companies?**
- (i) Do staff under these labour hire arrangements receive as much training and security clearance as permanent staff?**

ANSWER

I am advised:

I refer you to the answer to supplementary question 540.

Question 710

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

(a) What was the cost of stationary for the following financial years:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present

(b) What brand of paper is used?

i. Is this paper Australian made?

ANSWER

I am advised:

I refer you to the answer to supplementary question 541.

Question 711

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

- (a) How many credit cards are currently on issue for staff?**
 - i. Please provide a break-down of this information by grade.**
- (b) What was the value of the largest reported purchase on a credit card for the following financial years:**
 - i. 2015-16**
 - ii. 2016-17**
 - iii. 2017-18**
 - iv. 2018-2019**
 - v. 2019-present**
- (c) What was each largest reported purchase for?**
- (d) How much interest was paid on amounts outstanding from credit cards for the following financial years:**
 - i. 2015-16**
 - ii. 2016-17**
 - iii. 2017-18**
 - iv. 2018-2019**
 - v. 2019-present**
- (e) How much was paid in late fees on amounts outstanding from credit cards for the following financial years**
 - i. 2015-16**
 - ii. 2016-17**
 - iii. 2017-18**
 - iv. 2018-2019**
 - v. 2019-present**
- (f) What was the largest amount outstanding on a single card at the end of a payment period and what was the card holder's employment grade?**
- (g) How many credit cards have been reported lost or stolen?**
 - i. What was the cost to replace them?**
- (h) How many credit card purchases were deemed to be illegitimate or contrary to agency policy?**
 - i. What was the total value of those purchases?**
 - ii. How many purchases were asked to be repaid on the basis that they were illegitimate or contrary to agency policy and what was the total value thereof?**
 - iii. Were all those amounts actually repaid?**
 - iv. If no, how many were not repaid, and what was the total value thereof?**
- (i) What was the largest purchase that was deemed illegitimate or contrary to agency policy and asked to be repaid, and what was the cardholder's employment grade?**
 - i. What that amount actually repaid, in full?**
 - ii. What amount was left unpaid?**
- (j) Are any credit cards currently on issue connected to rewards schemes?**
 - i. Do staff receive any personal benefit as a result of those reward schemes?**
- (k) Can a copy of the staff credit card policy please be provided?**

ANSWER

I am advised:

I refer you the answer to supplementary question 542.

Question 712

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

(a) How many media/communications/public relations advisers are employed?

i. What is the total salary cost for media/communications/public relations advisers in 2018-19?

(b) What is the forecast for the current financial year for the number of media/communications/public relations advisers to be employed and their total cost?

(c) What is the total cost of media monitoring services?

i. Please provide a breakdown by department, statutory agency and/or other body.

(d) Are any media or public relations advisers currently engaged as contractors?

i. Who are these contracts with?

ii. What is the value of these contracts?

(e) How much was spent on media or public relations advisors in financial year:

i. 2015-16

ii. 2016-17

iii. 2017-18

iv. 2018-2019

v. 2019-present?

ANSWER

I am advised:

I refer you to the answer to supplementary question 543.

Question 713

713. How much did your ministerial office spend on Facebook advertising or sponsored posts in 2018-19?

ANSWER

I am advised:

I refer you to the answer given to supplementary question 544.

Question 714

714. How much did your department, statutory agency and/or other body in the Minister's portfolio spend on Facebook advertising or sponsored posts in 2018-19?

ANSWER

I am advised:

I refer you to the answer to supplementary question 545.

Question 715

715. 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?

(b) Have you undertaken any official overseas travel that was privately funded?

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

(d) Who paid for these trips?

ANSWER

I am advised:

I refer you to the answer to supplementary question 546.

Question 716

716. What was the total expenditure in 2018-19 by departments, statutory agencies and/or other bodies within your portfolio on:

- (a) Taxi hire**
- (b) Limousine**
- (c) Private car hire**
- (d) Hire car rental**
- (e) Ridesharing services**
- (f) Chartered flights?**

ANSWER

I am advised:

I refer you to the response to supplementary question 547.

Question 717

717. Are any of the senior executives in the relevant department, statutory agency and/or other body 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, statutory agency and/or other body?

(c) What is the total cost of drivers for senior executives in the department, statutory agency and/or other body?

ANSWER

I am advised:

I refer you to the answer to supplementary question 548.

Question 718

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

(a) How much was spent in legal costs in 2018-19?

i. For what specific purposes or matters was legal advice sought?

(b) Have departments, statutory agencies and/or other bodies under your portfolio engaged any consultants to provide the following services or advice in 2018-19:

i. Social media

ii. Photography

iii. Acting training

iv. Ergonomics

(c) What was the cost of these services?

i. Social media

ii. Photography

iii. Acting training

iv. Ergonomics

ANSWER

I am advised:

I refer you to the answer to supplementary question 549.

Question 719

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

(a) What were the top 20 most utilised (by data sent and received) unique domain names accessed this year?

(b) What were the top 20 most accessed (by number of times accessed) unique domain names accessed this year?

ANSWER

I am advised:

I refer you to the answer to supplementary question 550.

Question 720 – 724

720. How many redundancies were processed by departments, statutory agencies and/or other bodies within your portfolio responsibilities during 2018-19?

(a) Of these redundancies, how many were:

- i. Voluntary?**
- ii. Involuntary?**

721. What was the total cost of all redundancies?

722. Have any staff who received a redundancy in the last two years undertaken any paid work or provided any paid services for the department, statutory agency and/or other body with which they were formerly employed?

- (a) What was the nature of these works/services?**
- (b) What was the total cost of these works or services?**

723. Are any staff formerly employed by your ministerial office now employed by departments, statutory agencies and/or other bodies under your portfolio responsibility?

724. How many staff were dismissed from departments, statutory agencies and/or other bodies under your portfolio responsibilities in 2018-19?

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

ANSWER

I am advised:

I refer you to the answers to questions 551-555.

Question 725

725. How much was spent advertising for recruitment for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

I refer you for the response to supplementary questions 572-573.

Question 726-727

726. How many mobile phones are given to staff or board members?

(a) How many new mobile phones were purchased in the last year?

727. What is the total cost of these phones for the following financial years:

((a) 2015-16

(b) 2016-17

(c) 2017-18

(d) 2018-2019

(e) 2019-present? a) 2015-16

ANSWER

I am advised:

I refer you to the answer to supplementary questions 557-568.

Question 728-732

728. How many redundancies were processed by departments, statutory agencies and/or other bodies within your portfolio responsibilities during 2018-19?

(a) Of these redundancies, how many were:

- i. Voluntary?**
- ii. Involuntary?**

730. Have any staff who received a redundancy in the last two years undertaken any paid work or provided any paid services for the department, statutory agency and/or other body with which they were formerly employed?

- (a) What was the nature of these works/services?**
- (b) What was the total cost of these works or services?**

731. Are any staff formerly employed by your ministerial office now employed by departments, statutory agencies and/or other bodies under your portfolio responsibility?

732. How many staff were dismissed from departments, statutory agencies and/or other bodies under your portfolio responsibilities in 2018-19?

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

ANSWER

I am advised:

I refer you to the answer to supplementary questions 551-555.

Question 733

733. How much was spent advertising for recruitment for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

I refer you for the response to supplementary questions 572-573.

Question 734-736

734. How many mobile phones are given to staff or board members?

(a) How many new mobile phones were purchased in the last year?

735. What is the total cost of these phones for the following financial years:

736.2015-16

ANSWER

I am advised:

I refer you to the answer to supplementary questions 557-568

Question 737 - 741

737. How many redundancies were processed by departments, statutory agencies and/or other bodies within your portfolio responsibilities during 2018-19?

(a) Of these redundancies, how many were:

- i. Voluntary?**
- ii. Involuntary?**

738. What was the total cost of all redundancies?

739. Have any staff who received a redundancy in the last two years undertaken any paid work or provided any paid services for the department, statutory agency and/or other body with which they were formerly employed?

- (a) What was the nature of these works/services?**
- (b) What was the total cost of these works or services?**

740. Are any staff formerly employed by your ministerial office now employed by departments, statutory agencies and/or other bodies under your portfolio responsibility?

741. How many staff were dismissed from departments, statutory agencies and/or other bodies under your portfolio responsibilities in 2018-19?

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

ANSWER

I am advised:

Voluntary redundancies are a component for agencies to achieve their efficiency dividends. Redundancy figures can be found in the Annual Report. 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 and regional employees have been quarantined from this measure

Question 742

742. How much was spent advertising for recruitment for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

I refer you to the answer to supplementary questions 572-573.

Question 743

**743. How many mobile phones are given to staff or board members?
(a) How many new mobile phones were purchased in the last year?**

ANSWER

I am advised:

I refer you to the answer to supplementary question 557-568

Question 744

**744. What is the total cost of these phones for the following financial years:
(a) 2015-16 What applications/subscriptions/services were purchased through the Google Play Store?**

ANSWER

I am advised:

I refer you to the answer to supplementary questions 557-568

Question 745-747

745. Please provide a list of all transactions where customers need to pay a merchant fee on credit and/or debit card payments to a department, statutory agency and/or other body within your portfolio.

746. Please provide the percentage and/or amount of the merchant fees applied to all credit and/or debit card payments/transactions to a department, statutory agency and/or other body within your portfolio.

747. What was the total amount paid in merchant fees on credit and/or debit card payments to departments, statutory agencies and/or other bodies within your portfolio in 2018-19?

ANSWER

I am advised:

I refer you to the answer to supplementary questions 569–571.

Question 748 - 749

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

(a) How much was spent on advertising in the following financial years:

- i. 2015-16**
- ii. 2016-17**
- iii. 2017-18**
- iv. 2018-2019?**

749. Has your department, statutory agency and/or other body within your portfolio engaged in any corporate sponsorships?

(a) Who were these sponsorships with?

(b) What was the purpose of these sponsorships?

(c) What was the value of these sponsorships, by case and year?

(d) What was the value of these sponsorships in the following financial years:

- i. 2015-16**
- ii. 2016-17**
- iii. 2017-18**
- iv. 2018-19?**

ANSWER

I am advised:

I refer you to the answer to supplementary questions 572-573.

Question 750

750. Has your office or department, statutory agency and/or other body within your portfolio used a Probity Auditor or Probity Advisors, or similar, in the past five years? If so please list the company and/or individual, the project, the engagement dates, and their total remuneration in tabular format.

ANSWER

I am advised:

I refer you to the response to supplementary question 574.

Question 751

751. For each department, statutory agency and/or other body within 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?**
- (e) 2018/19?**

ANSWER

I am advised:

I refer you to the response to supplementary question 575-582

Question 752 - 758

752. What proportion of the electricity consumed by each department, statutory agency and/or other body within 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.

753. How much money was spent on electricity for each department, statutory agency and/or other body within your portfolio by name in each of the above financial years?

754. What was the name of the energy supplier to each department, statutory agency and/or other body within your portfolio by name for those financial years?

755. How much electricity is it estimated that each department, statutory agency and/or other body within your portfolio will consume in:

- (a) 2019-20?**
- (b) 2020-21?**
- (c) 2021-22?**

757. For each department, statutory agency and/or other body within your portfolio by name, please provide the estimated proportion of energy to be used from each kind of energy (coal, gas, solar, wind etc.)?

758. What is the name of the energy supplier to each department, statutory agency and/or other body within your portfolio for each of:

- (a) 2019-20?**
- (b) 2020-21?**
- (c) 2021-22?**

ANSWER

I am advised:

I refer you to the response to supplementary questions 575-582

Question 759

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

(a) Any gardening services used for indoor or outdoor pot plants/flowers maintenance?

- i. Who are the contracts with?**
- ii. How much does each contract cost?**
- iii. How often do they visit?**
- iv. How much was spent on this service in financial year:**
 - 2015-16**
 - 2016-17**
 - 2017-18**
 - 2018-19?**

(b) Any floral displays or indoor plants or pot plants hired or leased for display in any offices?

- i. Who were the contracts with?**
- ii. How much was each contract cost?**
- iii. How much was spent on this service in financial year:**
 - 2015-16**
 - 2016-17**
 - 2017-18**
 - 2018-19?**

ANSWER

I am advised:

I refer you to the answer to supplementary question 583.

Question 760-763

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

- (a) A copy of the entity's policy or web link to the entity's domestic violence leave policy;**
- (b) Date of introduction of domestic violence leave into enterprise agreements/contracts of employment, awards as applicable;**
- (c) Whether or not all employees and/or contractors are eligible for domestic violence leave;**
- (d) Number of days of domestic violence leave that have been taken in each financial year since the introduction of such leave;**
- (e) Number of days available for eligible staff to access domestic violence leave in each financial year;**
- (f) Number of other personal days of leave that have been taken in each financial year since the introduction of domestic violence leave; (**
- g) Number of sick days available for eligible staff to access domestic violence leave in each financial year;**
- (h) Whether or not all staff and/or contractors have access to Employee Assistance Programs?**
- (i) What training has been undertaken with management and administration for those involved in approving and/or processing domestic violence leave on issues such as?**
 - i. Privacy and confidentiality of information about domestic violence**
 - ii. Access to emotional, psychological, financial and medical support which may be required**

761. Who has provided training on domestic violence in the workplace?

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

763. 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:

I refer you to the response to supplementary questions 584-587.

Question 764

764. For each department, statutory agency and/or other body 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.

i. Whether or not all employees and/or contractors have received such training?

ii. Is this course mandatory for all employees/ contractors?

iii. How long for each session, how many sessions?

iv. Who delivers it?

v. Is the program tailored to take into consideration specific needs of LGBTQIA, ATSI and CALD or other at risk groups?W

How?

(b) What percentage of staff in each department, statutory agency and/or other body within your portfolio have undertaken sexual harassment and anti-bullying training and awareness programs?

(c) How many complaints have been initiated in relation to:

i. Sexual harassment

ii. Bullying

iii. Workplace violence

ANSWER

I am advised:

I refer you to the answer to supplementary questions 588.

Question 765

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

- (a) What number and percentage of women are employed within the department, statutory agency and/or other body within your portfolio?**
- (b) What number and percentage of women are employed within the management levels of the department, statutory agency and/or other body within your portfolio?**
- (c) What number and percentage of women are employed in the top ten leadership positions of the department, statutory agency and/or other body within your portfolio?**
- (d) What strategies does the department, statutory agency and/or other body within your portfolio use to encourage women in to management and leadership positions?**
- (e) What is the gender pay gap within your department, statutory agency and/or other body within your portfolio?**
- (f) Does the department, statutory agency and/or other body within your portfolio report participation of women figures to Women NSW on a regular basis?**

ANSWER

I am advised:

I refer you to the response to supplementary question 588.

Question 766

766. How much has been spent on professional photography for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

I refer you to the answer to supplementary question 590.

Question 767

767. How much has been spent on Unmanned Aerial Services for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

ANSWER

I am advised:

I refer you to the response to supplementary question 591.

Question 768-769

768. How many staff from your department, statutory agency and/or other body within your portfolio have been seconded to your Ministerial Office, for the following financial years:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

769. Please provide their names, their substantive work title, and their seconded work title.

ANSWER

I am advised:

I refer you to the response to supplementary questions 592-593.

Question 770-771

770. For each department, statutory agency and/or other body in the Minister's portfolio please report, the total expenditure on consultants by financial year:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present?**

771. What are names and values of the five most expensive reports produced by consultancies for each department, statutory agency and/or other body in the Minister's portfolio by financial year:

- (a) 2015-16**
- (b) 2016-17**
- (c) 2017-18**
- (d) 2018-2019**
- (e) 2019-present**

ANSWER

I am advised:

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