

Question 1

1. How many water tanker trucks are registered in NSW?

ANSWER

I am advised:

It is not possible to report on the number of water tankers registered in NSW, as Roads and Maritime Services does not record that level of detail for registration purposes.

Question 2

2. How many water rail water carriages does Transport for NSW have access to?
(a) What is the lead time for their deployment?

ANSWER

I am advised:

The RailCorp owned train fleet does not include rolling stock capable of conveying large volumes of water, nor does Sydney Trains have access to any rail-based water carrying wagons or tankers.

Government response to the drought is being led by the NSW Department of Planning, Industry and Environment. The new dedicated Office of Drought Response, which operates within DPIE, will coordinate support delivered by all NSW Government agencies for farmers, communities, businesses and towns affected by drought.

Question 3

3. Has Transport for NSW entered into a binding contract with Southern Shorthaul Railroad for the provision of water cartage?

ANSWER

I am advised:

No.

Question 4

4. Does Transport for NSW have a memorandum of understanding, or other agreement, with Southern Shorthaul Railroad for the provision of water cartage services?

ANSWER

I am advised:

No.

Question 5

5. Does Transport for NSW have a contract or binding agreement with any other company for the provision off water cartage by rail?
(a) If so, which companies?

ANSWER

I am advised:

No. Government response to the drought is being led by the NSW Department of Planning, Industry and Environment. The new dedicated Office of Drought Response, which operates within DPIE, will coordinate support delivered by all NSW Government agencies for farmers, communities, businesses and towns affected by drought.

Question 6

6. Not including construction and maintenance works, does Transport for NSW paying a retainer for water cartage services by either road or rail?
(a) If so, which companies?
(b) What is the value of the retainers?
(c) What is the water carriage capacity, by mode?
(d) Are extracts of such contracts publically available?

ANSWER

I am advised:

Regional Maintenance does not run contracts under retainer arrangements. Regional Maintenance does not pay in advance for services to be provided, but pays only for agreed work once done (and in compliance with the Security of Payment (SOPA) law).

Question 7

7. Beyond the 'Goulburn Water Supply – Water Cartage Contingency Plan', in the Transport Services Functional Area Supporting Plan, what other plans have been drafted?

ANSWER

I am advised:

The Government response to the drought is being led by the NSW Department of Planning, Industry and Environment (DPIE). The new dedicated Office of Drought Response, which operates within DPIE, will coordinate support delivered by all NSW Government agencies for farmers, communities, businesses and towns affected by drought.

Transport for NSW has representation on the 'Drought-Impacted Small Communities Working Group'. Several plans are being developed through Government programs managed by the Department of Primary Industries in coordination with local utility providers and councils.

Transport for NSW is mindful that road maintenance and construction operations are impacted by the drought and presence at this working group is appropriate.

Question 8

8. Since the Government released the Review of Road Safety in relation to the Newcastle Light Rail project, what action has been taken by the Government to protect cyclists?

ANSWER

I am advised:

Road safety audits were undertaken during the design and post construction phases of light rail. In response, advisory signage was put in place to alert cyclists to the track hazard and a safety campaign was rolled out, which included specific messages for cyclists.

Following the fatal crash in July 2019 the Centre for Road Safety coordinated a safety review of cyclist interactions within the mixed running section of the light rail. The review made eight recommendations and work has commenced on all of them. Two have been completed - the development of a signage and line marking scheme and the installation of tailored signage aimed at cyclists.

Specific status on each action item:

Action 1: Installation of signage was completed on 18 October 2019. Transport for NSW is working with Newcastle City Council on a funding submission for safe alternative routes.

Action 2: A meeting was held with the City of Newcastle on 4 November 2019 to discuss supporting infrastructure. The Council is expected to hold a working group on 27 November 2019 that will include cyclist groups and Transport for NSW.

Action 3: Complete. Signage was installed by 18 October 2019 to exclude cyclists from the mixed running section.

Action 4: Complete. A workshop was held on Monday 9 September. See also Action 2 above.

Action 5: The review is being finalised and is expected to be completed in November.

Action 6: The Assets Standards Authority has reviewed existing standards and is drafting further technical advice to support the consideration of vulnerable road users within civil standards.

Action 7: The Review has been released publicly and is being shared with other light rail projects. The Centre for Road Safety and Maritime Safety is also drafting an additional guide for light rail projects on safely integrating light rail and cyclists.

Action 8: Transport for NSW is working with industry to identify technology options.

Question 9

9. What is the current acquisition status of the former Balmain Leagues Club?

ANSWER

I am advised:

Transport for NSW has started discussions with a number of parties regarding the potential use of various sites to support construction of the proposed Western Harbour Tunnel project, including the potential temporary use of the former Balmain Leagues Club site.

Question 10

10. What are the delivery milestones to comply with Condition B34 of the Westconnex conditions of approval to provide “at least two lanes of Parramatta Road, from Burwood to Haberfield, are to be solely dedicated for the use of public transport unless an alternative dedicated public transport route that provides an improved public transport outcome for the area, when compared to two dedicated public transport lanes on Parramatta Road, is approved.”?

ANSWER

I am advised:

I refer you to the response to LA 0959.

Question 11

11. Did Sydney Trains and NSW Trains enter into any form of Agreement or understanding that Sydney Trains would continue to provide cleaning services for the New Intercity Fleet (NIF)?

ANSWER

I am advised:

NSW Trains is not aware of any formal agreement with Sydney Trains about providing cleaning services for the New Intercity Fleet (NIF).

It is understood UGL will deep clean the NIF at Kangy Angy every 3 months. Other cleaning activities which are currently performed will continue as business as usual except at Flemington Maintenance Centre.

Question 12

12. Have Sydney Trains (being the current provider) been advised of the decision to privatise the cleaning services for the New Interurban Fleet?

ANSWER

I am advised:

In line with government procurement policies, NSW Trains will go to market to test whether it is able to source cleaning activities at a lower cost. NSW Trains will liaise with Sydney Trains and the contracted cleaning provider as part of the tender process.

Question 13

13. In the 2019 election, the Government and the Liberal Candidate for Coogee committed to returning the 378 Bus, a commitment confirmed in the Question and Answer Paper on the 30th of May, 2019 – question 0355

(a) Will the government follow through with these promises and return the 378 bus service?

(b) Will the government return this service 'within the next 12 months' as mentioned in the response to Question 0355 in the Question and Answer paper?

ANSWER

I am advised:

(a) and (b) The Government has committed to introducing route 378 as part of its commitment to introduce 14,000 additional weekly services over the next four years. Opportunities to introduce this service as soon as practicable will be dependent on availability of fleet and assessment of operational impacts.

Question 14

14. With the pending opening of the light rail, can the government confirm the future of the following services:

(a) Will the government confirm the X73 bus will continue after the light rail opens?

(b) Will the government confirm the X74 bus will continue after the light rail opens?

- (c) Will the government confirm the M50 bus will continue after the light rail opens?
- (d) When will the government announce the updated bus timetable once the light rail is running?
- (e) How much time will the government allow for proper community consultation about proposed alterations to bus services before making the final decisions?

ANSWER

I am advised:

(a) to (c) The proposed South East bus plan is currently being finalised and will be made available to the public in due course. As part of this plan, express bus routes operating to and from the CBD will be retained.

Question 15

15. Once the light rail has opened, will the course of the express buses to the city be altered?

- (a) Will the express buses travel along a separated bus lane, as they did before construction of the light rail began?
- (b) Does the separated bus lane run along the light rail track alongside Allison Road, Randwick?
- (c) Does the shared separated bus lane run along the light rail track along Anzac Parade, and Alison Road, Randwick?
- (d) What contingency plans have been put in place for the bus routes if a light rail vehicle breaks down along the shared light rail/bus lane?
- (e) What contingency plans have been put in place for the light rail if a bus breaks down along the shared light rail/bus lane?

ANSWER

I am advised:

a) - c) Express bus services to the city will operate along a mix of bus only roadway, shared bus/light rail zones and general traffic lanes.

Express bus routes from Randwick and Clovelly will travel on general traffic lanes until they reach a shared bus/light rail zone which extends from the intersection of Doncaster Avenue and Alison Road to the intersection of Anzac Parade and Alison Road, then use a bus only roadway alongside Anzac Parade and exit onto general traffic lanes at the intersection with Moore Park Road.

Express bus routes from Kingsford will use a shared bus/light rail zone alongside Anzac Parade which extends from Kingsford Interchange to Alison Road, then exit onto general traffic lanes on Anzac Parade.

Express bus routes from Bunnerong Road will use general traffic lanes on Anzac Parade.

d) & e) Comprehensive alternative transport plans have been developed to ensure customers have options in the event of a disruption. This includes protocols between operators to integrate customer communications and help make customers aware of the disruption and their options. Training is underway to prepare all parties to ensure if there is an incident, that it is cleared as soon as practical. For the opening of light rail in December 2019, existing regular route buses will remain as they are today.

Question 16

16. In the previous Budget Estimates hearing, Mr Rodd Staples, Secretary of Transport for NSW, confirmed that further testing of the light rail trip times would be done in October, 2019, to produce trip times from Randwick to Circular Quay.

(a) Was this testing done?

(b) What will the average trip time be from Randwick to Circular Quay?

(c) What will be the average morning peak hour trip time be from Randwick to Circular Quay?

(d) What will the average afternoon peak hour trip time be from Circular Quay to Randwick?

(e) Will the trip time be less than the estimated 38 – 40 minutes suggested by Mr Staples in the August estimates?

ANSWER

I am advised:

Traffic modelling is an iterative process, taking into consideration network demands across various transport modes to ensure we balance the needs of the new light rail and other road users, including bus customers.

Ongoing traffic modelling, following design completion, indicates the preliminary journey time from Circular Quay to Randwick is within the estimated times of 38-40 minutes. The modelling has been underway since October 2019.

The journey time between Circular Quay and Randwick will be further validated through end-to-end driver training, which is underway, and as the system beds in. This will also be the case when end-to-end driver training commences in Kensington and Kingsford in early 2020.

Customers will be updated with a comprehensive communications campaign in advance of services starting.

Similar to other projects around the world, we expect that operational journey times will be bedded down over time as the community familiarises itself with using and living around light rail.

Question 17

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

(a) Why was this decision made?

(b) Is the Government content to have excluded the entire population of Dapto from accessing this project?

ANSWER

I am advised:

a) The \$630 million Albion Park Rail bypass project was approved by the Minister for Planning in January 2018. As a condition of the project approval (A12) the project may be delivered in stages.

Roads and Maritime has undertaken traffic modelling of the Yallah Interchange including the developments at Yallah and West Dapto. The traffic modelling, which includes growth around those planned residential developments, indicates the northern interchange is not required until there is a substantial increase in traffic.

b). The travel patterns for those in Dapto heading south will not change as a result of the construction of the Albion Park Rail bypass as these residents access the existing Princes Highway south by travelling through Albion Park Rail.

With the construction of the current stage of the Albion Park Rail bypass the residents of Dapto will access the same roads that they currently do via the Princes Highway traveling through Albion Park Rail to travel south.

About 65 per cent of traffic is expected to transfer off the existing Princes Highway through Albion Park Rail when the bypass is opened. This will improve travel times for Dapto residents travelling south. This, combined with the shorter distance on the highway to the Oak Flats interchange compared to the bypass, will result in benefits to Dapto residents traveling south, with less than one minute difference in travel time between the bypass route and the existing highway route to reach the Oak Flats interchange.

Question 18

18. When it was revealed the Yallah Interchange would not be included in this project it was announced the timing of its construction would instead be "subject to funding and traffic demand". As such I ask,

(a) How much is the construction of the Yallah Interchange estimated to cost, and what level of funding would be necessary to allow for its construction?

i. How long would construction of the Yallah Interchange be estimated to take?

ii. Have all necessary plans of the Yallah Interchange project already been drawn up, to ensure that once funding is available and traffic demand is reached the construction of the interchange is as efficient as possible?

- (b) What would the total population of West Dapto and its associated road users need to reach to prompt the construction of the Yallah Interchange?
- i. How will traffic demand be monitored on these roads to ensure the NSW Government is aware once this level is reached?
 - ii. How often will traffic demand be monitored (monthly, annually, bi-annually, etc.)?

ANSWER

I am advised:

(a) The estimated cost of building the Yallah interchange amounts is substantial. In addition, site constraints and uncertainty around the plans for the Tallawarra residential development would result in compromises on amenity for some residents and a lower standard road configuration at the proposed southbound off-load ramp from the motorway. Delaying implementation of the Yallah interchange until the Tallawarra development is in place would result in improved outcomes in these respects, and any changes needed would require adjustment of the estimated cost. Design refinements and reassessment of project costs are part of the normal process that a project undergoes as it progresses to the construction phase. The design for the interchange at Yallah was included in the Environmental Impact Statement (EIS) that was displayed in 2015. This was included in the bypass project that was approved by the Minister for Planning.

(b) Roads and Maritime has undertaken traffic modelling of the Yallah Interchange including the developments at Yallah and West Dapto. The traffic modelling, which includes growth around those planned residential developments, indicates the northern interchange is not required until there is a substantial increase in traffic. The Yallah interchange is included as part of the current planning approvals so when required, the Yallah interchange can progress.

Substantial residential growth is planned for West Dapto. The traffic modelling undertaken for the Yallah Interchange took into account approximately an additional 10,000 residents living in the area by 2041. The actual growth will rely on the planning process, including rezoning, the willingness of private developers to finance these developments and market forces. Roads and Maritime is consulting with Wollongong City Council, and Department of Planning, Industry and Environment in regards to the staging and actual implementation of these developments.

Roads and Maritime continuously monitors traffic performance on the road network, including traffic counts, travel time surveys and traffic queues. Roads and Maritime monitors the road network through the Sydney Coordinated Adaptive Traffic System (SCATS) which is an area based traffic control system that measures traffic flow and congestion and can reduce delay.

Question 19

19. When will RMS complete the 'preliminary investigations' stage of determining whether on-and-off ramps and interchanges are needed on the M1 Motorway around

the Dapto area (RMS project titled: Improvements between Figtree & Dapto), given it has been in this stage for over four years?

(a) What is the scope for these investigations?

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

(c) Are there any plans for the construction of on-off ramps on the M1 Motorway in the Dapto area?

ANSWER

I am advised:

Transport for NSW is currently investigating the performance of the M1 Princes Motorway to inform potential future projects on the Corridor between Figtree and Dapto.

The Project is in the very early stages of planning and investigation which involves the analysis of a range of factors including the roadside environment, traffic volumes, and crash history.

As part of this planning, Transport for NSW will assess a range of scenarios and options to understand both the current and future network performance.

This work will be used to inform the Illawarra-Shoalhaven Future Transport Plan.

This Plan will provide the overarching strategic transport network vision that will guide future transport planning for the Illawarra-Shoalhaven Region for the next 20 years.

Further information on the Project can be viewed at

<https://www.rms.nsw.gov.au/projects/m1-princes-motorway/improvements-between-figtree-to-dapto.html>.

Question 20

20. What are the estimated costs associated with the construction of on-off ramps along a highway in NSW?

ANSWER

I am advised:

As the need, objectives, constraints and configuration of each project varies, the overall estimated cost of a project and the cost of individual project components will also vary widely. Therefore, a generic cost for an on-ramp or off-ramp would be misleading.

Question 21

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

ANSWER

I am advised:

The NSW Government is committed to doing all that it can to encourage the community to leave their cars at home and, where possible, use public transport to ease congestion across Greater Sydney. We recognise the provision of extra car spaces at key commuter hubs and interchanges is one of the critical strategies to delivering this mode shift.

The NSW Government is equally committed to making life easier for public transport customers. This includes providing commuters with more free and untimed parking near stations and transport interchanges. Since 2011, nearly 14,000 parking spaces have been delivered across the network, with more than 5,700 extra spaces on the way.

Further information about a commuter car parks program is publicly available.

Question 22

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

ANSWER

I am advised:

Transport for NSW has recently written to Wollongong City Council to arrange a meeting with Council to discuss a staged approach to the planning and delivery of public transport services which can support sustainable travel behaviours, including meeting disability access requirements in West Dapto.

The More Trains More Services program, is investigating improvements to rail services that would benefit customers from Dapto including increased frequency in the inter-peak at Wollongong.

Question 23

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

ANSWER

I am advised:

The NSW Government has committed an initial \$295 million over the next four years to begin working on a fast rail network to better connect NSW. Of this, \$125 million has been allocated to start the duplication of the rail line between Berry and Gerringong, with a 4km section of the line to be upgraded, along with extra platforms at Bomaderry to allow for more frequent services. Transformative infrastructure like fast rail cannot be built overnight. It requires a bold vision for improved connectivity

that clearly articulates where and when fast rail investments should be made to maximise benefits for communities.

In January 2019, the NSW Government doubled the number of carriages on the South Coast Line's busiest four-car services with the 3:24pm and 3:54pm services from Central converted from four carriages to eight.

The changes mean that all services departing Sydney for the South Coast, between 3pm and 6pm, are now eight-car trains.

The next stage of the NSW Government's \$4.3 billion More Trains, More Services program will focus on delivering further improvements for South Coast Line customers including better connections, improved local services, and future stages of the program will deliver more peak services.

An additional 42 New Intercity Fleet carriages will also be introduced onto Intercity services seeing eight car trains increased to 10 car trains for peak hour services, providing a new level of comfort, convenience and reliability for customers travelling between the South Coast and Sydney.

Question 24

24. How many train stations in New South Wales still require commuters to traverse a level crossing between platforms?

ANSWER

I am advised:

This information is available on the Transport for NSW website.

Question 25

25. What is the estimated cost difference between the initial released design for Dapto train station's upgrade under the TAP 3 program (that included lifts and pedestrian footbridge/walkway for commuters) and the now current planned upgrade of existing pedestrian level crossing?

ANSWER

I am advised:

The estimated cost of the upgrade is commercial in confidence. TfNSW is yet to go out to tender for the delivery of the project. Releasing an estimated budget prior to the tender process would not ensure value for money for the NSW taxpayer. The final cost of the project will be known once the tender process has been completed and further design work is completed.

Planning is underway to improve access at Dapto Station, including an upgrade to the existing pedestrian level crossings to comply with the Disability Standards for Accessible Public Transport.

This would ensure safe access across the corridor without the need to build significant structures, such as a new pedestrian footbridge and lifts, also providing greater value for money for NSW taxpayers.

Once concept designs have been finalised, they will be available for community feedback as part of the Review of Environmental Factors public display.

Question 26

26. Has the Illawarra-Shoalhaven Future Transport Plan been finalised?

(a) If not, why not?

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

ANSWER

I am advised:

Future Transport 2056 through the Regional NSW Services and Infrastructure Plan commits to the preparation of an Illawarra-Shoalhaven (Regional) Future Transport Plan. Transport for NSW commenced work on the Plan in the second half of 2018 and it is expected to be completed in the second half of 2020.

The Plan will be publicly released when completed.

Question 27

27. At what stage of development or adoption is the West Dapto Bus Network Strategy currently?

(a) For what reason, has Transport for NSW not provided Wollongong City Council with the West Dapto Bus Network Strategy (despite the Strategy first being prepared in 2014 and Wollongong City Council making multiple requests for the document)?

(b) When will Transport for NSW provide Wollongong City Council with the West Dapto Bus Network Strategy?

(c) Will the NSW Government commit to cooperating with Wollongong City Council

ANSWER

I am advised:

The West Dapto Bus Network Strategy has been superseded by Future Transport 2056 and the Regional NSW Services & Infrastructure Plan which commit to a number of actions for Wollongong, including developing an Illawarra-Shoalhaven Future Transport Plan, a Wollongong rapid bus package and Wollongong Bus Headstart. Transport for NSW also has a number of initiatives aimed at improving bus services in the short term, including the Growth Services Program and

commitment to deliver 14,000 additional weekly services in Sydney, the Hunter and the South Coast.

Transport for NSW has recently written to Wollongong City Council to arrange a meeting with Council to discuss developing of a staged approach to for the planning and delivery of public transport services which can support sustainable travel behaviours including meeting disability access requirements in West Dapto.