

Budget Estimates Hearing 11 March 2020

Supplementary Questions

Transport and Roads

Question – Public Transport – Newcastle Services

1. There have been complaints made that it is impossible currently to make contact directly with Keolis Downer with their advertised line diverting to the 131 500 info hotline. Are Keolis Downer obligated as per their contract to have hotline assistance for the services they operate in place?
- a) If they are not obligated to provide direct contact for complaints and questions as per their contract, why not?

ANSWER

I am advised:

The Newcastle Transport website includes a dedicated “Get in Touch” page. Newcastle Transport proactively encourages feedback from customers by phone (131 500), in person at the Newcastle Transport Hub located at Newcastle Interchange (Mon – Fri, 9am – 4pm) and via social media on the Newcastle Transport Facebook page.

The contract specifies using the Transport Infoline as a single point of contact for all Transport for NSW customers. If a call back is requested by a customer when calling 131 500, Newcastle Transport will promptly be in touch.

The Newcastle Transport team includes six Customer Service Officers dedicated to helping customers with trip planning and customer interaction across the bus, ferry and light rail network.

More information can be found at <https://newcastletransport.info/get-in-touch/>.

Customers can also provide enquiries and feedback via the Newcastle Transport webpage by filling in a form, providing contact details and requesting a response from a Newcastle Transport representative.

Question – Public Transport – Taxi Transport Scheme

2. What services are available to individuals with mobility impairment that don't fit into the criteria for the Taxi Transport Scheme but who cannot travel 200m to 400m to a bus stop?

ANSWER

I am advised:

Community transport services are available to a wide range of people who require transport to recreation and shopping areas, medical and social services and social contact. These services are delivered through several government funded programs outlined on Transport for NSW's website.

Community transport services are locally based in communities and assist people experiencing transport disadvantage, including people who are financially disadvantaged, isolated, lack public transport or have a mobility impairment, older people who are frail and their carers, people with disabilities and their carers.

Customers can get more information and a local provider at

<https://transportnsw.info/travel-info/ways-to-get-around/community-transport>

On Demand services are flexible public transport services designed to improve connections to transport hubs and popular destinations like shopping centres or hospitals. On Demand services can pick you up from home or an easy to access location, and take you where you need to go.

Transport for NSW is trialling a number of services around NSW. More information is available at <https://transportnsw.info/travel-info/ways-to-get-around/on-demand>.

Question – Northern Beaches Bus Services

3. How much does the NSW government pay in subsidies to the private Keoride transport service on the Northern Beaches and what percentage of its revenue does that make up?
4. What bus routes will be guaranteed to continue - and for what period - on the Northern Beaches once the services are privatised?
5. If the B-line services are converted to a rapid bus transit system - which by definition will require a 24-hour clearway from the most northerly terminus of the route to the city - how will residents park at local shops along the route?

ANSWER

I am advised:

3. The cost of each On Demand pilot is publicly available on the NSW Government's eTender website.
In terms of revenue recovery, I refer you to my response to Supplementary Questions 395-400 from the Initial Budget Estimates Hearing.
4. The tender for the franchised bus contract for Region 8 is a separate process to transport network planning. Reviewing and improving Sydney's transport network is an important, ongoing role of the NSW Government, to support our growing city. The Government regulates timetables, routes and bus stop locations. This is the case today, and will continue to be the case after the new contractor for Regions 8 is in place following the tender process. Any changes to routes or timetables is undertaken with final approval of Transport for NSW. The experience of the bus contract franchising model elsewhere in Sydney since 2011 shows that tendering contracts to bus operators result in more services, more innovation and more jobs for drivers – all delivered at a better return to NSW taxpayers
5. Transport for NSW have no plans to introduce a 24 hour clearway to support the operation of B-line.

Question – Roads – Western Harbour Tunnel & Beaches Link

6. Why has the proposed Western Harbour Tunnel not been benchmarked against public transport alternatives?
7. Given the experiences of residents in Strathfield after the M4 East construction and also the effects that WestConnex Stages 1 and 2 had on residents and their homes, how can this government guarantee that residents in the Stage 3 zone of WestConnex will not face similar degradation and damage to their homes?
 - a) What support will be available to those affected by the drilling?
8. In the WestConnex Stage 3 EIS released in August 2017 the document states that the majority of the proposed tunnel alignments will be located at depths of greater than 35 metres, yet the WestConnex tunnel map released in September 2019 shows tunnels as shallow as 6 metres under properties in Callan Street, Rozelle. Why the change and how does this align with ensuring safety of residents in the area?
 - a) What noise and vibration effects, during and post-construction, will this have on affected residents?
 - b) Why was this change made without consultation?
9. Considering the EIS for the Western Harbour Tunnel demonstrates poor outcomes for congestion alleviation compared to public transport projects listed as 'High Priority Initiatives' by Infrastructure Australia, why does the Government prioritise the construction of this destructive toll-road?

ANSWER

I am advised:

6. Roads, motorways, rail, light rail, ferries and buses are all part of an integrated transport solution for Sydney. The Western Harbour Tunnel and Beaches Link program will deliver significant public transport benefits. It will:
 - improve bus travel times and reliability on key routes such as the Sydney Harbour Bridge, Warringah Freeway, Anzac Bridge and Military Road;
 - provide a continuous free-flowing southbound bus lane on the Warringah Freeway from Miller Street to the Sydney Harbour Bridge so buses are separated from other traffic;
 - create opportunities to provide new express bus routes, such as connecting the Northern Beaches to Macquarie Park and St Leonards;
 - provide a new direct connection to North Sydney for an efficient bus interchange with Sydney Metro; and
 - deliver new and improved walking and cycling infrastructure.
7. I reiterate I have declared an interest in this project (Stage 3B).

I am advised by Transport for NSW:

The construction of tunnels for WestConnex Stage 3 will follow well established construction methods used across Sydney for years and be built safely and in accordance with the strict conditions of the project's planning approval.

Tunnelling allows Transport for NSW to build projects such as Sydney Metro and WestConnex, to improve the transport network for the community while minimising construction impacts and the need to acquire surface property.

In respect to property damage complaints for WestConnex, the Independent Property Impact Assessment Panel (IPIAP) provides independent and evidence-based advice and recommendations for the resolution of property disputes.

The panel comprises independent experts in the fields of structural engineering, mine subsidence, geotechnical investigation techniques and challenges, and the potential impact of tunnelling on surface structures. The panel will provide its findings after careful and lengthy consideration of a range of data. This includes satellite data, property condition inspections carried out by an independent forensic engineering firm, contractors' information, and their own investigations.

Any damage found to be caused by the project will be repaired at no cost to the owner.

The IPIAP is a condition unique to Stage 3. The panel, convened by Transport for NSW, is being used to oversee Stage 3, and to review unresolved cases from Stages 1 and 2.

Of the thousands of properties within the overall WestConnex area, owners of 27 premises have sought a review of damage claims through the IPIAP.

8. I reiterate I have declared an interest in this project (Stage 3B).

I am advised by Transport for NSW:

It is not uncommon for changes and improvements to be made to the concept design after the Environmental Impact Statement (EIS), following the detailed design process where factors such as ground conditions are confirmed.

Innovations that came out of the Collaborative Contractor Client (CCC) procurement process have improved the project, such as unlocking more public space. The project has made some design improvements that have been assessed and are consistent with the impacts outlined in the EIS.

The average depth of the tunnels is 35 metres, or the equivalent of a 10-storey building, between properties and the tunnel.

Extensive monitoring both inside the tunnel and on the surface will detect any ground movement. The tunnel support and structures are designed for the local ground conditions.

Additionally, home owners within 50-metres of the outer edge of the tunnels will be offered a free property condition survey both before and after construction. These surveys will give residents a clear record of their property's condition,

and are being offered progressively (about two to three months prior to tunnelling in an area).

While no impact to homes is expected, any impact found to be caused by construction will be addressed at no cost to residents.

9. The Western Harbour Tunnel is part of an integrated transport solution for Sydney, with improved capacity and simpler, more direct routes, improving travel times and reliability for people on both sides of the harbour. In addition, the Western Harbour Tunnel will:
- provide a third harbour crossing to reduce congestion on the Sydney Harbour Bridge, Sydney Harbour Tunnel and ANZAC Bridge – leading to faster and more reliable journeys to, from and around the Sydney CBD;
 - provide opportunities for new direct bus routes between the Inner West and North Sydney;
 - improve bus travel times and reliability on key routes such as the Sydney Harbour Bridge, Warringah Freeway, Anzac Bridge and Military Road;
 - provide direct connections between the North Shore and Parramatta via the M4, Bankstown via the M5, Sydney Airport via Sydney Gateway, and the Northern Beaches via Beaches Link;
 - move traffic underground, freeing up local streets for local traffic, and supporting the sustainability of local town centres;
 - provide a safer, more reliable trip bypassing the Sydney CBD to get to destinations faster, improving journeys across the harbour for small businesses and bringing employees and businesses closer together; and
 - provide an additional option for freight operators, improving transportation times, costs and reliability.

Question – On Demand – On Demand Bus Trials

10. How many on demand bus trials are ongoing?
11. How much have they cost to date?
12. How much have you spent per passenger on trials?
13. How many people were using it?
14. Has it been a net reduction in cost compared to fixed service?
15. What was cost recovery ratio of fixed vs on demand?
16. Are there new trials planned?
17. 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 or piece of equipment being retained?

ANSWER

I am advised:

10. This information is publicly available on the Transport for NSW website <https://transportnsw.info/travel-info/ways-to-get-around/on-demand>.

11. This information is publicly available on the NSW Government's eTender website <https://tenders.nsw.gov.au>.

12-13. Transport for NSW does not evaluate the On Demand Pilots on a 'per passenger' basis, nor are fixed services evaluated on this basis. The total number of passenger trips as of January 2020 has been 742,418 for On Demand pilots.

14-15. I refer you to my response to Supplementary Questions 395-400 from the 30 August 2019 Transport and Roads Budget Estimates Hearing.

16. No.

17. I refer you to my response to Supplementary Questions 402 from the 30 August 2019 Transport and Roads Budget Estimates.

Question – On Demand – On Demand Ferry Trials

18. How many on demand ferry trials are ongoing?

19. How much have they cost to date?

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

21. How many people were using it?

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

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

24. Are there new trials planned?

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

a) If so, which vessels?

b) In which trial areas?

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

ANSWER

I am advised:

18-24. There is currently one Ferry On Demand trial underway. The initial six month trial commenced on 14 October 2019 and covers Barangaroo, Pirrama Park, Blackwattle Bay and Sydney Fish Market wharves.

Since the commencement of the trial of the Ferry On Demand service 15,770 passengers used the service at an average of 98 passengers per day.

The Ferry On Demand trial is a deliverable under the contract with Transdev Sydney Ferries. The cost of this trial is included in the overall Transdev Sydney Ferries contract cost.

The Ferry On Demand trial concluded its initial six month trial on 13 April 2020. Transport for NSW has made the decision to extend the trial, however the

service will be placed on hold and relaunched later this year following a detailed analysis of the initial trial.

There are no further Ferry On Demand trials planned at this stage.

25. The vessel used for the current trial is owned by the operator.

- a) The vessel used for the current trial is a mini cat (named Me Mel) with capacity to carry 60 passengers.
- b) No decisions have been made regarding additional trials at this stage.
- c) The vessel was commissioned and is owned by the operator. Transport for NSW does not hold the procurement cost for the vessel.

Question – Station Access

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

27. 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) Canley Vale?
- f) Como?
- g) Dapto?
- h) Denistone?
- i) East Hills?
- j) Erskineville?
- k) Fairy Meadow?
- l) Faulconbridge?
- m) Glenbrook?
- n) Hawkesbury River?
- o) Kingswood?
- p) Lapstone?
- q) Lewisham?
- r) Lisarow?
- s) Narara?
- t) Niagara Park?
- u) Normanhurst?
- v) North Strathfield?
- w) Ourimbah?
- x) Petersham?
- y) Pymble?
- z) Queanbeyan?
- aa) Redfern?
- bb) Roseville?
- cc) St Peters?
- dd) Stanmore?
- ee) Thornleigh?

- ff) Towradgi?
- gg) Unanderra?
- hh) Wahroonga?
- ii) Waitara?
- jj) Waratah?
- kk) Warrawee?
- ll) Wauchope?
- mm) Wollstonecraft?
- nn) Wyee?
- oo) Yagoona?

ANSWER

I am advised:

26. Yes. Work is underway to complete compliance audits across the transport network to determine what upgrades are required in line with the Disability Standards for Accessible Public Transport 2002.

There are currently 51 projects that are in planning. This includes 23 stations in Sydney Metropolitan, 15 Intercity stations and 13 Regional stations.

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 over four years, taking the NSW Government's total investment to over \$2 billion.

Almost 90 per cent of customer journeys now begin from accessible locations.

There are 63 more wheelchair accessible stations since 2011.

27. Information on the completion dates of TAP projects is available on the Transport for NSW website <https://www.transport.nsw.gov.au/projects/current-projects/tap-3>.

Question – Franchising

28. What is the timeline for the proposed franchising of the following Sydney Metropolitan Bus Service Contacts:

- a) Bus Region 7?
- b) Bus Region 8?
- c) Bus Region 9?

29. 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:

28. The details of the franchising timelines for Regions 7, 8 and 9 are currently being finalised.

29.No.

a) N/A.

Question – Major Projects

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

- a) Transport Access Program – Redfern Station Upgrade?
- b) Transport Access Program – Package 1?
- c) Transport Access Program – Package 2B?
- d) Transport Access Program – Package 3?
- e) Transport Access Program – Ferry Wharves?
- f) Transport Access Program – Commuter Car Parks?
- g) More Trains, More Services – Stage 2?
- h) More Trains More Services Future Stages?
- i) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- j) Electrical Substations and Sectioning Equipment Hut Replacement?
- k) Sydney Harbour Bridge Deck Upgrade?
- l) Ferry Fleet Replacement?
- m) Central Precinct Renewal?
- n) Cycling Investment Program?
- o) Walking Communities (Pedestrian Facilities)?
- p) Parramatta Light Rail Stage 2?
- q) Macquarie University Bus Interchange Upgrade?
- r) Bus Priority Infrastructure Program?
- s) Delivering Sydney Clearways?
- t) Heathcote Road, Bridge over Woronora River?
- u) Heathcote Road, Infantry Parade to The Avenue?
- v) Henry Lawson Drive Upgrade (Stage 1)?
- w) Mona Vale Road West, McCarrs Creek Road to powder Works Road?
- x) New Hawkesbury River crossing at Richmond (Planning)?
- y) Stacey Street Widening between Rookwood Road and Griffiths Avenue?
- z) Gateway to the South Pinch Points?
- aa) SIS Pinch Point Program (Pinch Point 3 Program)?
- bb) Memorial Avenue, Old Windsor Road to Windsor Road?
- cc) Mulgoa Road, Jeanette Street to Blaikie Road?
- dd) Spring Farm Parkway, Stage 1?
- ee) Prospect Highway?
- ff) The Horsley Drive, M7 Motorway to Cowpasture Road?
- gg) M12 Motorway?
- hh) M6 Extensions Stage 1?
- ii) New M5?
- jj) Sydney Gateway?
- kk) Western Harbour Tunnel & Beaches Link
- ll) Sydney Metro West?
- mm) Sydney Metro Western Sydney Airport (Stage 1)?
- nn) Westconnex (Stage 3)?
- oo) Northconnex?

31. What is the BCR for the following projects:

- a) Transport Access Program – Redfern Station Upgrade?
- b) Transport Access Program – Package 1?
- c) Transport Access Program – Package 2B?
- d) Transport Access Program – Package 3?
- e) Transport Access Program – Ferry Wharves?
- f) Transport Access Program – Commuter Car Parks?
- g) More Trains, More Services – Stage 2?
- h) More Trains More Services Future Stages?
- i) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- j) Electrical Substations and Sectioning Equipment Hut Replacement?
- k) Sydney Harbour Bridge Deck Upgrade?
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- p) Parramatta Light Rail Stage 2?
- q) Macquarie University Bus Interchange Upgrade?
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- x) New Hawkesbury River crossing at Richmond (Planning)?
- y) Stacey Street Widening between Rookwood Road and Griffiths Avenue?
- z) Gateway to the South Pinch Points?
- aa) SIS Pinch Point Program (Pinch Point 3 Program)?
- bb) Memorial Avenue, Old Windsor Road to Windsor Road?
- cc) Mulgoa Road, Jeanette Street to Blaikie Road?
- dd) Spring Farm Parkway, Stage 1?
- ee) Prospect Highway?
- ff) The Horsley Drive, M7 Motorway to Cowpasture Road?
- gg) M12 Motorway?
- hh) M6 Extensions Stage 1?
- ii) New M5?
- jj) Sydney Gateway?
- kk) Western Harbour Tunnel & Beaches Link
- ll) Sydney Metro West?
- mm) Sydney Metro Western Sydney Airport (Stage 1)?
- nn) Westconnex (Stage 3)?
- oo) Northconnex?

32. What is the planned completion date for following projects:

- a) Transport Access Program – Redfern Station Upgrade?
- b) Transport Access Program – Package 1?
- c) Transport Access Program – Package 2B?
- d) Transport Access Program – Package 3?
- e) Transport Access Program – Ferry Wharves?
- f) Transport Access Program – Commuter Car Parks?
- g) More Trains, More Services – Stage 2?

- h) More Trains More Services Future Stages?
- i) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- j) Electrical Substations and Sectioning Equipment Hut Replacement?
- k) Sydney Harbour Bridge Deck Upgrade?
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- hh) M6 Extensions Stage 1?
- ii) New M5?
- jj) Sydney Gateway?
- kk) Western Harbour Tunnel & Beaches Link
- ll) Sydney Metro West?
- mm) Sydney Metro Western Sydney Airport (Stage 1)?
- nn) Westconnex (Stage 3)?
- oo) Northconnex?

33. What is the estimated spend to date for following projects:

- a) Transport Access Program – Redfern Station Upgrade?
- b) Transport Access Program – Package 1?
- c) Transport Access Program – Package 2B?
- d) Transport Access Program – Package 3?
- e) Transport Access Program – Ferry Wharves?
- f) Transport Access Program – Commuter Car Parks?
- g) More Trains, More Services – Stage 2?
- h) More Trains More Services Future Stages?
- i) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- j) Electrical Substations and Sectioning Equipment Hut Replacement?
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- m) Central Precinct Renewal?

- n) Cycling Investment Program?
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- aa) SIS Pinch Point Program (Pinch Point 3 Program)?
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- hh) M6 Extensions Stage 1?
- ii) New M5?
- jj) Sydney Gateway?
- kk) Western Harbour Tunnel & Beaches Link
- ll) Sydney Metro West?
- mm) Sydney Metro Western Sydney Airport (Stage 1)?
- nn) Westconnex (Stage 3)?
- oo) Northconnex?

34. What is the total outturn cost of the CBD & South East Light Rail?

35. What was each source of funding?

36. What was the baseline cost for CBD & South East Light Rail enabling works?

37. What was the total outturn cost of the CBD & South East Light Rail enabling works?

38. Which projects, or components of projects, were delivered CBD & South East Light Rail enabling works?

ANSWER

I am advised:

30. Transport for NSW provides public information on estimated project costs and indicative dates at different stages of the project lifecycle. Costs and dates may change for a number of reasons including:

- change of project scope (which may be due to a number of reasons including, without limitation, community requirements, changes resulting from technical/site conditions etc.)
- staging, funding, acquisitions, planning approvals, rail possessions and procurement methods, as stated in the Transport for NSW Pipeline document
- changes to the prioritisation or delivery timing of transport projects
- external impacts from natural disasters.

a-f) 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.

Planned completion dates for TAP projects are available on the Transport for NSW website.

The Commuter Car Parking Program is not a project. It is a program that is separate to TAP and is currently in development. The NSW Government has committed \$300 million over four years to provide additional car spaces at key transport interchanges through the Commuter Car Parking Program.

g) Transport for NSW will increase service capacity of the T4 Eastern Suburbs and Illawarra Line, T8 Airport Line and the South Coast Line by 2021-22. The NSW Government has committed \$2.2 billion to continue the delivery of more frequent and reliable rail services to customers on these lines.

h) Planning for future stages of the More Trains, More Services is underway. Future stages will address the need to add extra services on lines where demand is high and continuing to grow, like the T1 Western and T9 Northern lines. The delivery of Sydney Metro City & South West will also release rail capacity around the City Circle, allowing future stages of More Trains, More Services to add extra services on other lines. The 2019-20 Budget includes \$3.2 billion over four years to continue the program.

i) Details including the final cost, BCR and completion date are yet to be confirmed.

j) This is a Major Periodic Maintenance (MPM) Program which is part of the overall maintenance program which is developed and submitted within the Sydney Trains Asset Management Plan (STAMP). As a maintenance program, this is a rolling program where amounts are allocated each year based on funding and relative priorities.

k) This project is also a maintenance program.

l) The NSW Government awarded a \$1.3 billion contract to Transdev in February 2019. Under the nine-year deal, Transdev will procure 10 new River Class vessels and three Emerald-class vessels.

- m)** Planning is underway to renew Central Precinct following its nomination as a State Significant Precinct. Transport for NSW is leading the renewal and has prepared a draft Strategic Vision that will guide the Precinct's transformation over coming years. It is also engaging with the private sector. Details of delivery time frames and costs are subject to further planning. Transport for NSW will keep the community informed of progress with this important project.
- n-o)** A variety of individual projects are funded annually as part of Active Transport investment program. The NSW Government has committed over \$600 million over the next four years to walking and cycling infrastructure. This brings our total investment to over \$1 billion, the largest in the state's history.
- p)** A Final Business Case for Parramatta Light Rail Stage 2 is being considered by the NSW Government, with an investment decision to follow.
- q)** The Macquarie University Bus Interchange Upgrade is in the concept design phase and has an estimated project value of \$100 million.
- r)** The Bus Priority Infrastructure Program (BPIP) is a 10 year rolling infrastructure program that improves bus service reliability and/or travel times for selected locations of the Sydney metropolitan bus network. The scope of the BPIP supports the delivery of the objectives of Future Transport 2056. \$20 million has been allocated to the program in the 2019-20 NSW Budget.
- s)** The current forecast to deliver the Sydney Clearway Programs is \$121 million. The 2019-20 NSW Budget has allocated \$93.5 million for Pinch Points and Clearways.
- t)** The project is at concept design and development stage. The NSW Government has committed \$173 million towards upgrading the Heathcote Road bridge across the Woronora River and widening Heathcote Road between Holsworthy and Voyager Point. The 2019-20 NSW Budget allocation for the Woronora River Bridge project is \$1.2 million for planning.
- u)** Investigations to inform the concept design are continuing. Transport for NSW will update the community as this project progresses. The 2019-20 NSW Budget allocation for the project is \$7.5 million. The project is expected to be completed in 2022.
- v)** Funding committed for the project is \$100 million with \$2.4 million allocated for planning in the 2019-20 NSW Budget.
- w)** The project is at the concept design stage.
- x)** The project is at the detailed design stage. The 2019-20 NSW Budget allocated \$4.9 million to the project.

- y)** Transport for NSW is investigating potential routes for the project, with the completion date to be confirmed.
The estimated cost of the project is \$250 million, with \$2 million allocated in the 2019-20 NSW Budget.
- z)** The completion date and cost are subject to further planning.
- aa)** The estimated cost of Gateway to the South Pinch Points program is \$300 million, with \$68.5 million allocated in the 2019-20 NSW Budget. Seven projects have already been completed.
- bb)** The current reservation for SIS Pinch Points program is \$300 million, with \$93.5 million allocated in 2019-20 for both Pinch Points and Clearways. 42 projects have already been completed.
- cc)** Early works are underway to underground electrical cabling and the final phase of the procurement process is underway.
The 2019-20 NSW Budget allocation for the project is \$12.3 million.
- dd)** Transport for NSW recently obtained planning approval for the project and a submissions report was prepared to summarise the recommended option.
The 2019-20 NSW Budget allocation for various projects on Mulgoa Road is \$71.2 million.
- ee)** The concept design and planning approval are complete. Transport for NSW is progressing the detailed design and will keep the community informed about the timing of the project.
The 2019-20 NSW Budget allocation is \$0.7 million.
- ff)** Early works are expected to start in 2020, weather permitting. The project cost estimate will be confirmed after the contract for construction is awarded.
The 2019-20 NSW Budget allocation is \$15 million.
- gg)** The estimated cost is \$190 million, with an allocation of \$30.5 million in the 2019-20 NSW Budget. The forecast completion date is 2025.
- hh)** The estimated cost is \$1.8 billion, with \$145.3 million allocated in the 2019-20 NSW Budget. The expected completion date is December 2025.
- ii)** The M6 Stage 1 is expected to cost between \$2.2 and \$2.6 billion and is expected to be completed in late 2025.
The BCR is available in the published final business case summary.
- jj)** The estimated cost of the New M5 is \$4.335 billion and it is expected to be completed in 2020.
The cost of the whole WestConnex project remains \$16.8 billion. The BCR of WestConnex inclusive of all sections is 1.71 (1.88 with Wider Economic Impacts).

- kk)** The Sydney Gateway road project is estimated to cost between \$2.2 billion and \$2.6 billion.
The Final Business Case Summary for the Sydney Gateway road component (July 2019) provides a Benefit Cost Ratio of 2.8 to 3.6 (including wider economic benefits).
The construction contract is out to tender. The project timelines will be informed by the successful contractor's proposed detailed design and construction phasing, and subject to NSW and Federal planning approvals.
- ll)** The program is at the development stage, with procurement expected to commence during 2020. The estimated cost of the program will be known when construction contracts have been awarded.
Subject to funding, planning and procurement, the Western Harbour Tunnel and Warringah Freeway Upgrade Project is proposed to be completed in 2026. Indicative timeframes for the Beaches Link Project will be presented in the Beaches Link Environmental Impact Statement, which is expected to be displayed for community and stakeholder comment later this year.
- mm)** Infrastructure NSW will release a business case summary in accordance with the whole of Government policy in due course.
- nn)** The estimated cost of the M4-M5 Link and Rozelle Interchange is \$7.247 billion and are expected to open in 2023.
The BCR of WestConnex, inclusive of all sections, is 1.71 (1.88 with Wider Economic Impacts).
- oo)** NorthConnex is a \$3 billion nine kilometre twin tunnel motorway. Transport for NSW expects NorthConnex to open in mid-2020.
Transport for NSW will update the community ahead of the project's opening date. The BCR for NorthConnex is 2.12.
- 31.** Refer to Supplementary Question 30.
- a-f)** Refer to Supplementary Question 30(a-f).
g) Refer to Supplementary Question 30(g).
h) Refer to Supplementary Question 30(h).
i) Refer to 30(i).
j) Refer to 30(j).
k) Refer to 30(k).
l) Refer to 30(l).
m) Refer to Supplementary Question 30(m).
n) Refer to 30(n).
o) Refer to 30(o).
p) Refer to Supplementary Question 30(p).
q) Refer to Supplementary Question 30(q).
r) Refer to Supplementary Question 30(r).
s) Refer to Supplementary Question 30(s).
t) Refer to Supplementary Question 30(t).
u) Refer to Supplementary Question 30(u).
v) Refer to Supplementary Question 30(v).

- w)** Refer to Supplementary Question 30(w).
- x)** Refer to Supplementary Question 30(x).
- y)** Refer to Supplementary Question 30(y).
- z)** Refer to Supplementary Question 30(z).
- aa)** Refer to Supplementary Question 30(aa).
- bb)** Refer to Supplementary Question 30(bb).
- cc)** Refer to Supplementary Question 30(cc).
- dd)** Refer to Supplementary Question 30(dd).
- ee)** Refer to Supplementary Question 30(ee).
- ff)** Refer to Supplementary Question 30(ff).
- gg)** Refer to Supplementary Question 30(gg).
- hh)** Refer to Supplementary Question 30hh).
- ii)** Refer to Supplementary Question 30(ii).
- jj)** Refer to Supplementary Question 30(jj).
- kk)** Refer to 30(kk).
- ll)** Refer to 30(ll).
- mm)** Refer to Supplementary Question 30(mm).
- nn)** Refer to Supplementary Question 30(nn).
- oo)** Refer to Supplementary Question 30(oo).

- 32.** Refer to Supplementary Question 30.
- a-f)** Refer to Supplementary Question 30(a-f).
 - g)** Refer to Supplementary Question 30(g).
 - h)** Refer to Supplementary Question 30(h).
 - i)** Refer to 30(i).
 - j)** Refer to 30(j).
 - k)** Refer to 30(k).
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 - m)** Refer to Supplementary Question 30(m).
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 - p)** Refer to Supplementary Question 30(p).
 - q)** Refer to Supplementary Question 30(q).
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 - s)** Refer to Supplementary Question 30(s).
 - t)** Refer to Supplementary Question 30(t).
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 - z)** Refer to Supplementary Question 30(z).
 - aa)** Refer to Supplementary Question 30(aa).
 - bb)** Refer to Supplementary Question 30(bb).
 - cc)** Refer to Supplementary Question 30(cc).
 - dd)** Refer to Supplementary Question 30(dd).
 - ee)** Refer to Supplementary Question 30(ee).
 - ff)** Refer to Supplementary Question 30(ff).
 - gg)** Refer to Supplementary Question 30(gg).
 - hh)** Refer to Supplementary Question 30hh).

- ii)** Refer to Supplementary Question 30(ii).
- jj)** Refer to Supplementary Question 30(jj).
- kk)** Refer to 30(kk).
- ll)** Refer to 30(ll).
- mm)** Refer to Supplementary Question 30(mm).
- nn)** Refer to Supplementary Question 30(nn).
- oo)** Refer to Supplementary Question 30(oo).

33. Refer to Supplementary Question 30.

- a-f)** Refer to Supplementary Question 30(a-f).
- g)** Refer to Supplementary Question 30(g).
- h)** Refer to Supplementary Question 30(h).
- i)** Refer to 30(i).
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- z)** Refer to Supplementary Question 30(z).
- aa)** Refer to Supplementary Question 30(aa).
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- gg)** Refer to Supplementary Question 30(gg).
- hh)** Refer to Supplementary Question 30(hh).
- ii)** Refer to Supplementary Question 30(ii).
- jj)** Refer to Supplementary Question 30(jj).
- kk)** Refer to 30(kk).
- ll)** Refer to 30(ll).
- mm)** Refer to Supplementary Question 30(mm).
- nn)** Refer to Supplementary Question 30(nn).
- oo)** Refer to Supplementary Question 30(oo).

34-38. As part of the construction of the CBD and South East Light Rail project, in June 2014, Lang O'Rourke was appointed as the Managing Contractor to deliver early preparatory works of up to \$45 million.

In December 2014, ALTRAC Light Rail was appointed to deliver the construction of the \$2.1 billion CBD and South East Light Rail project, which included the early preparatory works.

In November 2019, Transport for NSW revised the construction costs for the CBD and South East Light Rail project to \$2.9 billion.

As with all major infrastructure projects, the final cost of the project will not be known until a final completion review by Infrastructure NSW is complete.

Enabling works for the CBD and South East Light Rail project included work undertaken by various parties including Laing O'Rourke (Managing Contractor Contract), Sydney Roads (formerly Roads and Maritime Services), Sydney Trains, Ausgrid and other utility providers. Work included relocating buried utilities such as water, telecommunications, gas and electricity cables and pipes as well as relocation or replacement of traffic signals and kerbside changes.

Question – Legal Expenditure

39. 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?
- d) If not, which return for Standing Order 52 did not accept and apply the legal advice provided?
- e) If this level of information is publicly available, to this level of detail, where is it made available and in what format?

ANSWER

I am advised:

Legal expenditure is publicly reported through the NSW Government legal annual report.

Question – Staffing

40. 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?

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

42. How many staff are employed within the office of each Deputy Secretary?

- a) What is job title and employment level of each staff member? This is not reflected at <https://www.dpc.nsw.gov.au/publications/premiers-and->

[ministers-staff-numbers/](#), per the answer provided following the 30 August 2019 hearing.

43. Does Transport for NSW have any policy that limits the duration of acting positions or higher duties roles?
- What is the maximum duration of an acting or higher duties role?
 - Per the Transport for NSW organisational chart dated 2 March 2020, how long has a head of Corporate Planning & Performance been acting in that role?
 - How long as the acting head of Corporate Planning and Performance been acting in any capacity in the Office of the Secretary?
 - Did the acting head of Corporate Planning & Performance displace any permanent employee in filling that role?
 - When will the acting head of Corporate Planning and Performance be returned to their substantive role?
44. Are any direct reports to the Secretary on Performance Improvement Plans?
45. Per the Transport for NSW organisational chart dated 2 March 2020, is the position of Commercial Development & Unsolicited Proposals a newly created position?
46. How many unsolicited proposals are currently under active consideration across the transport cluster?
47. What are the key accountabilities of the role of Commercial Development & Unsolicited Proposals?
48. When will the role of Commercial Development & Unsolicited Proposals be advertised?
49. Has Dr Jon Lamonte travelled overseas on official business since commencing the Chief Executive role at Sydney Metro? If so,
- Where were the visit(s) to?
 - What date did Dr Lamonte leave Australia?
 - What date did Dr Lamonte return to Australia?
 - Was personal leave taken whilst outside of Australia?
 - What dates were considered official business?
 - What dates were considered personal leave?
 - How was the travel funded?
 - Did Dr Lamonte contribute to the cost of flights or accommodation?
 - What was the purpose of the visit(s)?
 - Was a report drafted as a result of this visit?
 - Was all travel taken by Dr Lamonte approved by the relevant Minister?
 - Was Dr Lamonte accompanied by a spouse or any other person?
 - If so, who?
 - Was this component privately funded?

ANSWER

I am advised:

40. 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/>
- Transport for NSW provides Departmental Liaison Officers to Ministerial Offices in accordance with Premier's Memorandum C2016-03 'Department Liaison Officers'.

- 41.** Office of the Secretary provides leadership and support across the Transport Cluster on government relations and executive coordination, corporate planning and performance, risk and audit. This office is under review and providing data of interim state is not a meaningful representation.
- 42.** Transport for NSW is currently undergoing a significant program of change through Evolving Transport. This has seen the merging of two agencies between Transport for NSW and Roads and Maritime Services. Currently the office of Deputy Secretaries are under formation, based on a standardised function model developed in 2019. Providing data of interim state is not a meaningful representation.
- 43.** Yes, two procedures are in place for acting/and or higher duties arrangements covering Transport for NSW employees except Roads and Maritimes Services Group Wages Award, which is covered separately for Roads and Maritimes Services Group Wages Award employees.
- a)** For all employees (other than Roads and Maritimes Services Group Wages Award employees), acting/higher duties arrangements are offered for a maximum period of six months. In some circumstances, approval for longer acting/ higher duties arrangements can be put in place.
- b-e)** The Acting Director, Corporate Planning and Performance arrangement has been in place since 16 October 2017. This arrangement has not displaced any persons.
- 44.** No.
- 45.** No.
- 46.** This information is publicly available, see: <https://www.nsw.gov.au/contact-us/unsolicited-proposals/>
- 47.** The role's key accountabilities include:
- Lead the assessment and delivery of unsolicited proposals by Transport for NSW within the State's Unsolicited Proposal framework.
 - Oversee the development and execution/delivery of a pipeline of successful places, utilising excellent design principles and ensuring precincts and places provide good social and community outcomes.
 - Deliver on whole-of-government property asset management targets and policies.
 - Motivate, encourage and inspire the development of a strong, efficient and ethical team.
 - Manage internal and external governance, reporting and planning functions with respect to the accountabilities of the branch.
- 48.** No decision has been made at this stage.
- 49.** No, Jon Lamonte has not travelled overseas on official business.

Question – Rozelle Interchange Active Transport Links

50. Why are safe diversions for pedestrians and cyclists not being put in place BEFORE the demolition of the cycling overpass and closure of the shared path onto Anzac Bridge?
51. Is the Minister confident that the diversions and detours being put in place for cyclists and pedestrians are safe?
52. Is the Minister confident that the diversions and detours being put are safe for wheelchair users?
53. Which Austroad guidelines did the John Holland CPB joint venture apply when designing the alternative detours and diversions?
 - (a) Are they the most up to date?
 - (b) Do these guidelines include the Safe Systems Approach or the hazard evaluation standards that Transport for NSW requires of contractors working on road projects?
 - (c) Does this pose a risk to the NSW Government in terms of liability should an accident or fatality occur?
54. Was a safety audit undertaken when determining changes to the Rozelle Interchange Active Transport links?
 - (a) Who conducted the safety audit, and when did this audit occur?
55. Can you please provide a copy of the safety audit related to changes to these active transport links to the committee?
56. Given that this amendments will reduce access east-west across the city and reduce the ability of project workers to walk or ride to the construction sites for the WestConnex project, does the removal of these links undermine the requirement under the traffic management plan that workers be able to ride or walk to the project sites?
57. Are you aware of concerns that the diversion on Gordon Street will put cyclists at risk of dooring due to parking along the street being retained?
58. Does the Minister accept that the diversions put in place are likely to put cyclists and pedestrians at greater risk?
59. Did Transport officials make any assurances to Bicycle NSW or any other stakeholders that parking would be removed on Gordon Street?
60. When will the Government release the recommendations for the WestConnex M4-M5 Link-Mod-2 (SSI-7485-Mod-2)?
61. Is the Minister satisfied that the links proposed in the modification are an improvement on those promised to the community in the Environmental Impact Statement for the project?
62. What is Transport NSW's view on the reduced active transport links proposed as part of the modification, including the reduction in size and relocation of the landbridge which diminishes active transport links as part of the project?
63. What is Transport NSW's view on the fact that cyclists will be forced to navigate multiple crossing points over busy intersections and roads and take meandering, indirect routes to access the foreshore, if the modification is agreed to?
64. Does the Minister accept that perfectly good active transport links are being ripped up with dangerous diversions put in place, only for inferior active transport links to be constructed as part of the modification?
65. How many meetings did officials hold with Bicycle NSW?
66. And were stakeholders clear that they believed the alternatives now being presented were unsafe in their view?

67. What alternatives were considered at this location?
68. What changes were made as a result of the consultation undertaken with stakeholders?
69. What budget did this project allocate to provide safe detours and alternative routes for people walking, cycling and using mobility assistance?
70. Why couldn't a safe temporary crossing bridge have been built?
71. What is the cost of works and infrastructure for cyclists and pedestrians around the Rozelle Interchange, in association with Westconnex?
72. What is the cost of works and infrastructure for cyclists and pedestrians across the Westconnex project?

ANSWER

I reiterate I have declared an interest in this project (Stage 3B).

I am advised by Transport for NSW:

50. I refer you to the answer given in the hearing.

51-52. The alternate routes are compliant with appropriate safety standards and are appropriate for all users. The chosen detours were subject to detailed safety audits.

Work has also been carried out to further improve the area, including the footpath on Victoria Road between Quirk and Maney streets, and with clear detour and "slow zone" signage and pavement markings at key locations. A widened shared path and reduced speed zone has also been provided city-bound on Sommerville Road on the approach to the ANZAC Bridge.

53. I refer you to the answer for Question on Notice 84.

54. A Road Safety Audit was conducted in December 2019 before the alternate routes were in operation, and another audit conducted in March 2020 after the alternate routes were in operation.

The two audits were conducted by The Transport Planning Partnership, an accredited Road Safety Auditor, sub-contracted by John Holland CPB.

55. A copy is provided.

56. The alternate routes do not reduce access east-west across the city. There is a minor increase in some active travel trip times, depending on the point of origin. The alternate routes do not reduce the ability of project workers to walk or ride to the project sites.

57. Transport for NSW notes that due to limited availability of parking for residents in the area, the removal of parking spaces along Gordon Street was not preferable. The width of Gordon Street does not allow for a dedicated on-road cycleway, however appropriate pavement marking has been installed and the arrangements are compliant with the relevant Australian Standards and Austroads Guides.

58. I refer you to the answer for Supplementary Questions 51 & 52.

59. I refer you to the answer to Question on Notice 86.

60. The Response to Submissions Report for Modification 2 is currently being prepared and will be provided for public consultation shortly. Determination of the modification is a matter for the NSW Minister for Planning and Public Spaces.

61-64. Adjacent to the Rozelle Interchange there is a need to upgrade the intersection of City West Link with The Crescent. This would involve the introduction of an overpass to provide much needed capacity for those travelling from Annandale across City West Link towards Victoria Road and the Anzac Bridge.

These changes are outlined in 'The Crescent overpass and active transport links Modification report', which was publicly exhibited between August 21 and September 25, 2019.

Transport for NSW has reviewed the community feedback about the intersection at The Crescent, Johnston Street and Chapman Street. In response, more traffic modelling has looked at what can be done to improve the pedestrian connectivity at that intersection.

Since the 2019 exhibition, Transport for NSW has also consulted with the Inner West Council, Government Architect Office, local residents and other stakeholders extensively regarding the design.

A number of changes are proposed including improvements to pedestrian and cycling connectivity, visual amenity and public transport access.

The Response to Submissions Report for Modification 2 is currently being prepared and will be provided for public consultation shortly.

65. In relation to the modification, two meetings were held with Bicycle NSW, in September and November 2019. Transport for NSW has engaged and continues to engage with the community including through doorknocking (prior to the COVID-19 pandemic), community updates, signage and online.

66. Transport for NSW is aware of the views of stakeholders, and considers the routes to be appropriate and compliant with the relevant Australian Standards and Austroads Guides.

67. A variety of options were considered, such as a temporary underpass or overpass, and these were assessed against criteria including safety, compliance, available space within the worksite and the potential impact on nearby properties and surrounding roads.

68. Feedback from all stakeholders was considered. The chosen detours were subject to a detailed safety audit.

69. I refer you to the answer for Questions on Notice 89 & 90.

70. This was considered as an option though not pursued, as it would have required additional land outside the project footprint and added many months to the duration of construction and disruption to the community.

71. I refer you to the answer to Supplementary Question 69.

72. The WestConnex Program is providing more than 14 kilometres of new and upgraded cycle and pedestrian paths, linked to existing cycleways. The total cost of these works will be known once delivered.

Question – Infrastructure Australia: Active transport projects

73. Why is the NSW Government the proponent for the project now; and no longer the City of Sydney?

74. What funds is the NSW Government committing to develop a business case for the project?

75. What is the Government's timeline for developing a business case for the project?

76. Is the NSW Government actively seeking funding for this project from the Commonwealth Government?

77. What is the NSW Government's response to the fact that the project is not listed as a higher priority?

ANSWER

I am advised:

73. 'Active Transport (walking and cycling) access to Sydney CBD' is a Priority Initiative on the Infrastructure Priority List, which covers a 10 kilometre radius around the Sydney CBD. It includes several inner city councils including North Sydney, Woollahra, Randwick, Waverley, Bayside, Inner West and Willoughby.

Transport for NSW is working closely with the City of Sydney and other councils to plan and deliver the Future Transport 2056 priority for the cycleway networks within 10 kilometres around Sydney CBD and Parramatta CBD.

74. The NSW Government has committed funding within Transport for NSW's budget to undertake a Final Business Case.

75. A detailed final business case is underway. We will update the community as soon as we have more to say.

76. The NSW Government is preparing a Final Business Case for the inner 10 kilometres around Sydney CBD and Parramatta CBD which will be used to take this to the next stage of development on the Infrastructure Priority List.

77. The NSW Government is preparing a Final Business Case for the inner 10 kilometres around Sydney CBD and Parramatta CBD which will be used to take this to the next stage of development on the Infrastructure Priority List.

Question – Newcastle and CBD Eastern Suburbs Light Rail projects

78. What changes did Transport for NSW make to the CBD and Eastern Suburbs Light Rail project to protect active transport users' safety following the death of cyclist Danny Egan in Newcastle?
79. What further changes have been made to the project since the opening of the project?
80. How many accidents or incidents have there been involving pedestrians, cyclists or wheelchair users since the project commenced operations??
a) What were the causes of these accidents?
81. Did the Government meet with the City of Sydney Chamber of Commerce or any other business associations to discuss the impact of your decision to ban bike couriers from George Street?
82. Since banning bike riding in the light rail corridor how much additional funding has been devoted to providing a safe rideable alternative in Newcastle?
83. The contractor building Sydney's light rail created multiple hazards for people walking and riding bikes, leading to a report being submitted to NSW Transport in the hopes lessons could be learnt for the building of the Parramatta Light Rail. Unfortunately this appears not to be happening. One of the principal safe routes through Parramatta for bike riders (Horwood Place) has been arbitrarily severed forcing riders onto busy streets with traffic. This directly contradicts Austroads and State Transport guidelines that require equivalent, safe, direct detours to be provided for bike riders during construction. How does the Government plan to do this in Parramatta?

ANSWER

I am advised:

- 78.** Road safety audits have been undertaken at each stage of design and development for the CBD and South East Light Rail (CSELR) project, including prior to operations.

Transport for NSW has undertaken several reviews of bicycle crossover points with light rail, including a review undertaken in 2019 following the fatality in Newcastle. While Sydney does not have any shared corridors like Newcastle, the importance of bicycles safely crossing tram tracks is extremely important.

As a result, education campaigns and warning signs at some intersections were implemented to further improve cyclist safety.

Transport for NSW has been implementing an integrated safety campaign since March 2018 to support safe interaction with light rail.

The campaign titled 'Be aware there's a tram there' included messaging to people cycling, walking and driving.

With the increase of tram testing in the lead-up to services commencing, a new campaign was developed. The 'Heads Up, Play it safe around light rail' safety campaign went to market in July 2019 and focussed on educating all road users (pedestrians, cyclists, motorists and heavy vehicle operators) about safe interaction within the light rail environment.

On 24 November 2019, an evolution of the 'Heads up' safety campaign went to market. The revised campaign features local community members

communicating key light rail safety messages to cyclists, drivers and pedestrians.

Tracking indicates the safety campaigns are resonating with the community. It shows the public has a high level of engagement with this advertising, leading to a higher recognition of the risks associated with the introduction of trams on our roadways.

Cyclists were the group of people surveyed most likely to make changes, with 95 per cent of those surveyed as part of the campaign tracking a reported 95 per cent intent to change.

79. Transport for NSW regularly engages with bicycle user groups related to the CBD South East Light Rail, including Bicycle NSW and the local bicycle user group – Bike East. The engagement covers operational matters such as advising stakeholders about changes in cycling conditions, and addressing concerns raised by riders in the area. Transport for NSW has also tested its campaign approach and current safety communication messages for pedestrians and cyclists with these groups to ensure issues are captured, and communications are targeted and relevant.

NSW Police has been supporting Transport for NSW and ALTRAC to address unsafe behaviours along the alignment.

Transport for NSW and ALTRAC will continue to monitor the alignment, and install additional awareness signage and implement further measures where required.

80. I refer you to the answer to Question on Notice 28.

a) A number of these incidents are still under investigation.

All light rail stops are accessible with level access between platforms and trams for people using wheelchairs, scooters, walking frames and prams. This means there is no step up onto the tram.

Platform edge delineation has been designed in accordance with Disability Standards for Accessible Public Transport (DSAPT) requirements for colour contrast and dimensions.

Transport for NSW is continuing to engage with the Accessible Transport Advisory Committee (ATAC) about safe behaviour and accessibility of the CSELR to ensure concerns are addressed for customers with limited mobility.

ALTRAC is also trialling enhancements to platform visibility to improve safety on platform edges. Accessible Transport Advisory Committee members are involved in evaluating the effectiveness of the trial options.

81. In line with existing road rules, bicycle riders, including couriers, are not permitted to ride in a tramway. A tramway is a part of a road with tram tracks that is between a tramway sign and an end tramway sign, and is marked along the left side of the tracks by either two continuous yellow lines parallel to the tracks, or a structure.

Transport for NSW has engaged with the City of Sydney, Sydney Business Chamber and other business associations throughout the project regarding cyclists and the road rules, including throughout the design phase.

There has been engagement with these bodies, as well as cyclist groups and businesses such as Deliveroo and Uber Eats, prior to light rail services starting on George Street to discuss safety. Transport for NSW supports the role of bicycle couriers in 'final mile' deliveries within the CBD, not least through the provision of a dedicated Courier Hub in Goulburn Street car park.

Cyclists are not be permitted to ride bikes within the CBD & South East Light Rail corridor due to safety issues arising from sharing the space with moving trams.

Vehicles and bicycles will only be able to enter the pedestrian zone between Wynyard and Town Hall when accessing a private driveway (or if cyclists dismount).

Cyclists can access the pedestrian zone to make deliveries but will need to dismount and walk in with their bikes from the nearest east west street (Hunter Street, King Street, Market Street, Park/Druitt Street or Bathurst Street) to their destination. This is necessary to ensure the safety of large numbers of pedestrians using the pedestrian zone.

Cyclists can use general traffic lanes on the majority of the CBD and South East Light Rail alignment, which includes traffic lanes on George Street and are able to ride through Sydney city on a continuous north to south cycleway via Castlereagh, Liverpool and Kent streets.

On the George Street pedestrian boulevard between Bathurst and Hunter streets, the City of Sydney will regulate who uses the space outside of the light rail corridor.

82. Transport for NSW has installed signposting and line marking to advise cyclists of the changes and indicate the alternatives. These costs have not been separated from all of the wider signposting improvements for the Newcastle Light Rail Project. The City of Newcastle has completed a concept scope of works to upgrade the shared path on the northern side of Scott Street.

83. The Parramatta Light Rail program is committed to creating safe passageways for cyclists to move around Parramatta during its design, construction and operating stages. 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.

Transport for NSW has been undertaking comprehensive community, business and stakeholder engagement in relation to the Parramatta Light Rail. This includes engagement with the City of Parramatta Council who manage the cycling network in Parramatta. Engagement is continuing 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.

During light rail construction works, a construction traffic management plan is implemented which outlines the safe movement of traffic, pedestrians and cyclists around work areas. In relation to the Parramatta Light Rail, this plan is developed in consultation with the City of Parramatta Council and other relevant stakeholders.

On 29 November 2019, Parramatta Light Rail completed road enabling works (not on the light rail alignment) on George Street, Parramatta, converting it from a one-way street to a two-way street. This enables traffic to move efficiently through the Parramatta CBD and redistribute traffic volumes across the local road network. Due to the two-way traffic change along George Street, Parramatta, the operation of the intersection of George Street and Horwood Place has changed. No traffic, including cyclists, can travel north-south across George Street for safety reasons. All traffic is now 'left-in, left-out' only. The construction works at the intersection of George Street and Horwood Place, Parramatta was completed in consultation with the City of Parramatta Council. Transport for NSW has made representations to Council on the issue and will continue to work with them on this matter.

Question – Electric scooters and personal mobility devices

84. What was the total cost to the Government of establishing and conducting the electric scooter working group?
85. On how many occasions did the Government's electric scooter working group meet in total?
86. When will the recommendations of the working group be made public?
87. What opportunities for feedback and consultation on these recommendations will be available for the public?
88. Which councils have been approached by the working group, Department, Minister or minister's staff to discuss the possibility of an electric scooter trial?

ANSWER

I am advised:

84. Members of the Electric Scooter Working Group, and other contributors, were not paid for their time to attend the meetings or for other contributions. The total cost to Government includes organising the meetings and providing a secretariat and preparing reports. These activities were undertaken by existing Transport for NSW staff. There were no additional external costs associated with the working group.
85. The Electric Scooter Working Group was convened in February 2019 and it has met five times.
86. The recommendations are expected to be provided to Government for consideration in mid-2020.
87. In the process of developing the recommendations, the working group engaged with local government and industry representatives.

As the Government has not received the report it is not possible to comment on a public consultation phase.

88. The working group includes key community representatives including NSW Police, NRMA, the Pedestrian Council of Australia, Guide Dogs NSW, the State Insurance Regulatory Authority, Ambulance NSW, Youthsafe, Bicycle NSW, Council of the Ageing and the Office of Local Government.

Question – Staffing Active Transport

89-90. As of on July 1st 2019, how many full-time permanent staff were directly responsible for active transport policy and projects within:

- (a) Transport for NSW and
- (b) Roads and Maritime Services?

ANSWER

I am advised:

Information regarding Transport for NSW staffing numbers is publicly available in its annual reports. In accordance with the *Transport Administration Amendment (RMS Dissolution) Act 2019*, Roads and Maritime Services was dissolved in 2019 with its functions transferred to Transport for NSW.

Question – Ride2School Program

91. Will the Government fund Bicycle NSW's Ride2School program?

ANSWER

I am advised:

The premise of your question is wrong, Bicycle NSW does not provide a Ride2School Program.