

SQ 1: Question to Minister Andrew Constance

1	Were the
(a)	March 2018 Outer Sydney Orbital route and
(b)	June 2018 Cobbitty-to-Cawdor tunnel decisions Cabinet decisions, and if so, on what date did Cabinet approve them?

ANSWER

I am advised:

1	I do not comment on matters regarding Cabinet.
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SQ 2: Question to Minister Andrew Constance

2	I refer the Minister to his answer to the Committee saying that if Daryl Maguire had raised a matter with his office he would have expected his staff to brief him on the details. In light of Jock Sowter's 2 October 2020 ICAC evidence (re his time in Minister Pavey's office dealing with Daryl Maguire's roads-related representations and lobbying), can the Minister please clarify:
(a)	on what other occasions did Mr Maguire use Minister Constance's office as a court of appeal when unhappy with outcomes from i) Minister Pavey's office and ii) other Ministerial offices?
(b)	on which occasions did Minister Constance's staff inform him of representations from Daryl Maguire on matters outside the Wagga electorate?
(c)	is the Minister still certain that Mr Maguire never lobbied him personally about any matter outside the Wagga electorate, including the Outer Sydney Orbital? If not, what are the details?

ANSWER

I am advised:

2	As cluster-lead Minister for the Transport cluster, it is not unusual for issues regarding transport to be raised with my office in addition to that of another cluster Minister.
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SQ 3: Question to Tim Raimond

3	Did you ask Rachel Simpson to assist with the fact checking as to what Daryl Maguire knew about the M9 route and tunnel decision? What assistance did Ms Simpson provide? What did she tell you?
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ANSWER

I am advised:

3	No.
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SQ 4: Question to Tim Raimond

4	What was your job description and responsibilities in 2017-18 in relation to
(a)	the M9 route decision and
(b)	Cobbitty-to-Cawdor tunnel decision?

	What involvement did you have in these two transport planning matters?
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ANSWER

I am advised:

4	Prior to April 2018, Mr Raimond oversaw the development and completion of the Future Transport Strategy. In April 2018, Mr Raimond returned to the Executive Director, Transport Planning role which involved oversight of the Corridor Preservation Team who exhibited Outer Sydney Orbital corridor and developed alternative options for the Outer Sydney Orbital in response to feedback provided through community consultation.
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SQ 5: Question to Tim Raimond

5	Did you ask Geoff Cahill to assist with the fact checking as to what Daryl Maguire knew about the M9 route and tunnel decision? What assistance did Mr Cahill provide? What did he tell you?
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ANSWER

I am advised:

5	<p>Mr Cahill provided advice around what information was publicly available in relation to the Outer Sydney Orbital and when this information was made available.</p> <p>Mr Cahill advised a study area for the Outer Sydney Orbital was exhibited in 2015, a high level alignment exhibited in October 2017, and detailed property impacts exhibited in March 2018.</p> <p>Mr Cahill also advised local MPs and Councils were briefed prior to the 2015 and 2018 exhibitions.</p>
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SQ 6: Question to Tim Raimond

6	Did you ask Kim-Irene Danicska to assist with the fact checking as to what Daryl Maguire knew about the M9 route and tunnel decision? What assistance did Ms Danicska provide? What did she tell you?
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ANSWER

I am advised:

6	Mr Raimond did not seek assistance from Ms Danicska.
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SQ 7: Question to Tim Raimond

7	What use did you make of the information CC'd to you by email from Ms Danicska on 9 August 2018 at 12.46pm?
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ANSWER

I am advised:

7	I refer you to the answer to Supplementary Question 6.
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SQ 8: Question to Tim Raimond

8	What was the media report prior to 16 July 2018 from which you were asked by Clare Gardiner-Barnes to check if Daryl Maguire has special information about the M9 route and tunnel decisions?
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ANSWER

I am advised:

8	Mr Raimond was not made aware of what prompted Clare Gardiner-Barnes to ask him to check facts in relation to briefings for Outer Sydney Orbital. An assumption was made that it specifically related to media reports published around July 2018.
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SQ 9: Question to Tim Raimond

9	If the Draft Future Transport Strategy 2056 and Greater Sydney Infrastructure Plan released in October 2017 both “contained a high-level alignment for the Outer-Sydney Orbital” as Mr Raimond has said in evidence to the Committee:
(a)	what was the point of releasing a OSO route in March 2018 when the alignment had already been published 5 months earlier?
(b)	wasn't this an invitation for land developers to start actively speculating with purchases along the high-level OSO route and get a free financial kick from TFNSW?
(c)	what notification was given about these two documents and their high-level alignment to local
(i)	MPs,
(ii)	Councils, and
(iii)	residents?

ANSWER

I am advised:

9	The information exhibited in March 2018 provided a more detailed proposed route which showed individual property impacts. The exhibition also explained the rationale for the proposed route. The draft Future Transport Strategy and Greater Sydney Region Plan were made available on the Transport for NSW and Greater Sydney Commission websites in October 2017.
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SQ 10: Question to Tim Raimond

10	If your report to Clare Gardiner-Barnes was completed within a “week or two”, as you told the Committee, why were you still involved in the Cahill and Danicska email chain 24 days later? What investigation was being carried out in August 2018?
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ANSWER

I am advised:

10	I refer you to the answer given by Mr Raimond at the hearing.
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SQ 11: Question to Tim Raimond

11	If “we are certainly at great pains not to reveal detailed maps before exhibition”, as you told the Committee, why were ‘high level alignments’ for the M9/OSO released in October 2017, as per question (7) above?
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ANSWER

I am advised:

11	The draft Future Transport Strategy provided high level alignments for a number of future potential transport initiatives. It did not provide detailed maps.
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SQ 12: Question to Tim Raimond

12	What discussions did you have with Rachel Simpson prior to your appearance before the Committee? What advice or instructions did she give you?
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ANSWER

I am advised:

12	As a Senior Official, Mr Raimond regularly engages with Ms Simpson on a range of matters.
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SQ 13: Question to Tim Raimond

13	What was the heritage property near Finns Rd you referred to in your evidence?
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ANSWER

I am advised:

13	This information is publicly available on the Transport for NSW website.
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SQ 14: Question to Tim Raimond

14	Isn't the Belgenny Farm heritage site 8 kilometres from Finns Road, and a M9 alignment could have easily passed through these vacant lands, north of Finns Road, Menangle?
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ANSWER

I am advised:

14	This information is publicly available on the Transport for NSW website.
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SQ 15: Question to Tim Raimond

15	Couldn't the M9 alignment have easily passed through The Oaks and then behind Razorback to Picton, eventually joining the M5 at the Wilton population growth area?
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ANSWER

I am advised:

15	<p>Razorback forms a significant topographical restraint for the southern portion of the proposed Outer Sydney Orbital. During the early stages of investigation, an option on the western side of Razorback was considered but discounted as it did not fully meet geometric standards and did not provide any transport benefits to the south west of Sydney.</p> <p>Any option on the western side of Razorback would impact rural communities in the vicinity of Picton.</p> <p>All options shown in the publicly available draft Strategic Environmental Assessment are on the eastern side of Razorback.</p>
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SQ 16: Question to Tim Raimond

16	Mr Raimond said he does not wish to speculate how Mr Maguire got advance knowledge of the M9 route but given he conducted a 3-4 internal TFNSW fact checking about it at taxpayers' expense, what is the conclusion Mr Raimond has drawn on this question?
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ANSWER

I am advised:

16	I refer you to the answer given by Mr Raimond at the hearing.
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SQ 17: Question to Tim Raimond

17	Does Mr Raimond believe that the December 2017 map presented to the Greater Sydney Commission by Country Garden, detailing down to the metre, how the M9 route was cutting the north-east corner of their Cawdor Road property could have been drawn from the broad-brush October 2017 maps in the 2056 Draft Strategy documents? How could this be possible?
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ANSWER

I am advised:

17	I refer you to the answer given by Mr Raimond at the hearing.
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SQ 18: Question to Tim Raimond

18	Prior to his appearance at the Estimates Committee what contact did Mr Raimond have from the office of
(a)	Transport Minister
(b)	the Premier discussing his evidence?
	What are the details?

ANSWER

I am advised:

18	It is standard ahead of each year's budget estimates hearing for preparation sessions to be held with the Office of the Minister for Transport and Roads
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	and departmental witnesses. Mr Raimond was therefore among those who attended a session.
	There was no contact with the Office of the NSW Premier.

SQ 19: Question to Minister and Mr Regan

19	Are you aware of your obligations under Section 11(2) of the ICAC Act to report any reasonable suspicion of corrupt conduct to ICAC?
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ANSWER

I am advised:

19	Yes.
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SQ 20: Question to Minister and Mr Regan

20	Will you now report the Cawdor/Country Garden land scandal to ICAC?
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ANSWER

I am advised:

20	<p>Any person that is aware of conduct that concerns or may concern corrupt conduct should report that information to the Independent Commission Against Corruption.</p> <p>To the extent that a person to whom section 11(1) of the <i>Independent Commission Against Corruption Act</i> is aware of any matter that the person suspects on reasonable grounds concerns or may concern corrupt conduct, it is my expectation that the person satisfies their obligations under the Act.</p>
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SQ 21: Conservation Offsets — Shanes Park / M7

21	Could you provide an update on what is happening in relation to the promised Shanes Park offset?
(a)	Why has Shanes Park still not been formally established as a reserve despite being recently transferred into ownership of the NSW Government?

ANSWER

I am advised:

21	<p>The Air Services Australia Site at Shanes Park has recently been transferred by the Federal Government to the NSW National Parks and Wildlife Service.</p> <p>Transport for NSW is working with the NSW National Parks and Wildlife Service and the Department of Planning, Industry and Environment to ensure that the majority of the lands can be established as a conservation reserve while recognising future road infrastructure requirements.</p>
(a)	This is a matter for the Minister for Energy and Environment.

SQ 22: Conservation Offsets — Shanes Park / M7

22	What are the specific offset requirements related to Colbee Reserve and Shanes Park, and have they been met in full?
(a)	If not, what has and hasn't been fulfilled?
(b)	Is the document containing the specific requirements publicly available?
(i)	If it isn't currently available, why not?
(ii)	Will you commit to publishing the document in full?

ANSWER

I am advised:

22	<p>The lands at Colebee are part of a larger offset package for the M7 Motorway and will be transferred to the NSW National Parks and Wildlife Service once they have been rehabilitated to a condition suitable for addition to the conservation reserve system.</p> <p>The lands at Shanes Park are part of a larger offset package for the Western Sydney Growth Centres and is not an offset associated with a Transport for NSW road development project.</p> <p>Transport for NSW's interest in Shane's Park relates to the gazetted future road infrastructure corridor that occupies the southern boundary of the lands.</p>
(a)	<p>The Colebee lands have been purchased by Transport for NSW and will be rehabilitated in accordance with the requirements of the NSW National Parks and Wildlife Service and in preparation for transfer to the Minister for Energy and Environment.</p> <p>The Shane's Park lands have been transferred from the ownership of the Commonwealth to the NSW Minister for the Environment. Lands not required for future road infrastructure will be gazetted as part of the conservation reserve system.</p>
(b)	Both the M7 approval conditions (Western Sydney Orbital) and the Order conferring biodiversity certification of the Western Sydney Growth Centres are publicly available on the Department of Planning, Industry and Environment's website.
(i)	N/A
(ii)	N/A

SQ 23: Active Transport Infrastructure Budget

23	What is the total amount of funding that appears in the 2020-2021 State Budget for new infrastructure for people who ride or walk?
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ANSWER

I am advised:

23	Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.
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	<p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 24: Active Transport Infrastructure Budget

24	What are the individual projects for new infrastructure for people who ride or walk and what is the total amount allocated to each project in the 2020-2021 State Budget?
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ANSWER

I am advised:

24	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 25: Active Transport Infrastructure Budget

25	Of the projects listed above, which form part of the Principal Bike Network?
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ANSWER

I am advised:

25	Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.
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SQ 26: Active Transport Infrastructure Budget

26	What projects are funded under the \$4.6 million allocated to the NSW Cycling Infrastructure Fund?
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ANSWER

I am advised:

26	Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.
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SQ 27: Active Transport Infrastructure Budget

27	Of the total amount of funding allocated to new infrastructure for people who ride or walk in the 2020-2021 State Budget, what proportion is for projects in:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?

(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

27	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 28: Active Transport Infrastructure Budget

28	<p>What is every project and amount of funding used to calculate the \$1 billion the NSW Government claims it has spent on active transport over the life of the Government?</p>
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ANSWER

I am advised:

28	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 29: Active Transport Infrastructure: Major Projects

29	<p>What is the total amount of the \$710 million that is not part of funding for a major project?</p>
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ANSWER

I am advised:

29	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Of the \$710 million to be invested over the next four years, around \$295 million will be spent in partnership with local governments.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 30: Active Transport Infrastructure: Major Projects

30	What infrastructure for people who ride or walk are included in the following major projects:
(a)	WestConnex M4-M5 Link?
(b)	Northconnex?
(c)	Western Harbour Tunnel and Beaches Link?
(d)	Pacific Highway Upgrade?
(e)	Princes Highway Upgrade?
(f)	Parramatta Light Rail?
(g)	Sydney Gateway Project?
(h)	Sydney Metro City & South West?
(i)	Sydney Metro West?

ANSWER

I am advised:

30	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 31: Active Transport Infrastructure: Major Projects

31	What is the total amount of funding allocated for infrastructure for people who ride or walk as part of the following projects:
(a)	WestConnex M4-M5 Link?
(b)	Western Harbour Tunnel and Beaches Link?
(c)	Northconnex?
(d)	Pacific Highway Upgrade?
(e)	Princes Highway Upgrade?
(f)	Parramatta Light Rail?

(g)	Sydney Gateway Project?
(h)	Sydney Metro City & South West?
(i)	Sydney Metro West?

ANSWER

I am advised:

31	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 32: Active Transport Infrastructure: Major Projects

32	What is the total amount of funding allocated in 2020-2021 for infrastructure for people who ride or walk as part of the following projects:
(a)	WestConnex M4-M5 Link?
(b)	Western Harbour Tunnel and Beaches Link?
(c)	Nothconnex?
(d)	Pacific Highway Upgrade?
(e)	Princes Highway Upgrade?
(f)	Parramatta Light Rail?
(g)	Sydney Gateway Project?
(h)	Sydney Metro City & South West?
(i)	Sydney Metro West?

ANSWER

I am advised:

32	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 33: Active Transport Infrastructure: Major Projects

33	What is the total amount of funding allocated in 2020-2021 for infrastructure for people who ride or walk as part of the following projects:
(a)	WestConnex M4-M5 Link?
(b)	Western Harbour Tunnel and Beaches Link?
(c)	Nothconnex?
(d)	Pacific Highway Upgrade?
(e)	Princes Highway Upgrade?

(f)	Parramatta Light Rail?
(g)	Sydney Gateway Project?
(h)	Sydney Metro City & South West?
(i)	Sydney Metro West?

ANSWER

I am advised:

33	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 34: Active Transport Infrastructure: Major Projects

34	What provisions are being made to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

34	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>The New Intercity fleet includes dedicated spaces for bicycles.</p>
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SQ 35: Active Transport Infrastructure: Major Projects

35	What is the total budget for initiatives or infrastructure to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

35	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p>
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SQ 36: Active Transport Infrastructure: Major Projects

36	What is the total budget for initiatives or infrastructure in 2020-2021 to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

36	Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history. In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.
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SQ 37: Active Transport Infrastructure: Major Projects

37	What provisions are being made to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

37	This is a matter for the Minister for Regional Transport and Roads.
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SQ 38: Active Transport Infrastructure: Major Projects

38	What is the total budget for initiatives or infrastructure to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

38	This is a matter for the Minister for Regional Transport and Roads.
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SQ 39: Active Transport Infrastructure: Major Projects

39	What is the total budget for initiatives or infrastructure in 2020-2021 to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

39	This is a matter for the Minister for Regional Transport and Roads.
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SQ 40: Active Transport Infrastructure: Major Projects

40	What provisions are being made to increase mode share between rail and active transport as part of the Sydney Growth Trains project?
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ANSWER

I am advised:

40	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 41: Active Transport Infrastructure: Major Projects

41	What is the total budget for initiatives or infrastructure to increase mode share between rail and active transport as part of the Sydney Growth Trains project?
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ANSWER

I am advised:

41	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 42: Active Transport Infrastructure: Major Projects

42	What is the total budget for initiatives or infrastructure in 2020-2021 to increase mode share between rail and active transport as part of the Sydney Growth Trains project?
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ANSWER

I am advised:

42	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p>
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	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 43: Albury City Bicycle Plan

43	What has been the total amount spent by the NSW Government funding projects forming part of the Albury City Bicycle Plan in 2019-2020?
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ANSWER

I am advised:

43	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 44: Albury City Bicycle Plan

44	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Albury City Bicycle Plan?
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ANSWER

I am advised:

44	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the</p>
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	<p>construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 45: Armidale Bicycle Strategy and Action Plan

45	What has been the total amount spent by the NSW Government funding projects forming part of the Armidale Bicycle Strategy and Action Plan in 2019-2020?
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ANSWER

I am advised:

45	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 46: Armidale Bicycle Strategy and Action Plan

46	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Armidale Bicycle Strategy and Action Plan?
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ANSWER

I am advised:

46	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p>
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	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 47: Bike Sheds and Lockers

47	How many new bike sheds were constructed at Transport for NSW transport hubs in:
(a)	2018-2019?
(b)	2019-2020?

ANSWER

I am advised:

47	<p>Information regarding bike sheds is publicly available on the Transport for NSW and Transport Info websites.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 48: Bike Sheds and Lockers

48	The construction of how many new bike sheds at Transport for NSW transport hubs are funded in the 2020-2021 State Budget?
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ANSWER

I am advised:

48	<p>Information regarding bike sheds is publicly available on the Transport for NSW and Transport Info websites.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 49: Bike Sheds and Lockers

49	In each of the past three financial years (2018-2019, 2019-2020, 2020-2021), how many new bike sheds at NSW transport hubs have, or are scheduled to be built, in:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?

(h)	Wollongong and the Illawarra?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

49	This is a matter for the Minister for Regional Transport and Roads.
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SQ 50: Bike Sheds and Lockers

50	How many people used bike sheds in:
(a)	2018-2019?
(b)	2019-2020?
(c)	The period from 30 June 2020 to 25 February 2021?

ANSWER

I am advised:

50	Transport for NSW does not hold data on the number of people who have used the bike sheds at every location.
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SQ 51: Bike Sheds and Lockers

51	In each of the past three financial years (2018-2019, 2019-2020, 2020-2021), what is the total amount spent - or expected to be spent - on regular maintenance for bike sheds at transport hubs in NSW?
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ANSWER

I am advised:

51	The Transport Cluster annual maintenance budget is over \$4 billion per annum, which funds regular maintenance on a variety of assets.
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SQ 52: Bike Sheds and Lockers

52	How many bike locker keys have been signed out to commuters in each of the past three financial years (2018-2019, 2019-2020, and to date in 2020-2021)?
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ANSWER

I am advised:

52	2018-19: 1,294 2019-20: 1,227 2020-21 (to 8 March 2021): 689
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SQ 53: Bike Sheds and Lockers

53	In each of the past three financial years (2018-2019, 2019-2020, 2020-2021), what is the total amount spent - or expected to be spent - on regular maintenance of bike lockers at transport hubs in NSW?
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ANSWER

I am advised:

53	The Transport Cluster annual maintenance budget is over \$4 billion per annum, which funds regular maintenance on a variety of assets.
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SQ 54: Bike Sheds and Lockers

54	In each of the past three financial years (2018-2019, 2019-2020, 2020-2021), what is the total revenue generated from renting bike lockers at transport hubs in NSW?
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ANSWER

I am advised:

54	Information regarding the overall revenue of the Transport Cluster is publicly available.
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SQ055: Bike Sheds and Lockers

55	Is this revenue sequestered for use on the maintenance and repair of cycling infrastructure? If not, where is this revenue directed?
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ANSWER

I am advised:

55	No. All revenue generated is reinvested into delivering safe and reliable public transport for the people of New South Wales.
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SQ 56: Broken Hill Active Transport Plan

56	What has been the total amount spent by the NSW Government funding projects forming part of the Broken Hill Active Transport Plan in 2019-2020?
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ANSWER

I am advised:

56	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's</p>
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	total investment to around \$1.1 billion – the largest commitment in the State’s history.
	Information regarding the NSW Government’s commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ 57: Broken Hill Active Transport Plan

57	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Broken Hill Active Transport Plan?
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ANSWER

I am advised:

57	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government’s strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government’s total investment to around \$1.1 billion – the largest commitment in the State’s history.</p> <p>Information regarding the NSW Government’s commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ58: Bus and Train Safety

58	What specific initiatives has Transport for NSW introduced in the past two financial years to improve pedestrian and cyclist safety around buses in NSW?
(a)	What was the total amount spent in 2019-2020 on these initiatives?
(b)	What is the total amount allocated in 2020-2021 towards these initiatives?

ANSWER

I am advised:

58	<p>We are focused on improving the safety of all road users and are striving for zero deaths and serious injuries on our roads, which is why we need drivers, motorcyclists, cyclists and pedestrians to pay more attention and take care when travelling near buses, and follow the road rules.</p> <p>NSW has one of the largest metropolitan bus fleets in Australia with almost 4,000 buses operating in the Sydney area, around 1,000 buses in Newcastle,</p>
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	<p>Wollongong and the Blue Mountains and more than 3,000 bus services operating in rural and regional NSW.</p> <p>Over the five year period up to June 2020, a total of 34 people have been killed from crashes involving buses in NSW. The majority of these occurred on metropolitan roads (71 per cent.) Out of the 34 fatalities, 15 were pedestrians. Over the same five years, 362 people were seriously injured from crashes involving buses in NSW.</p> <p>Our annual 'Be Bus Aware' campaign targets all road users to highlight how to stay safe on and around buses, and help reduce injuries and lives lost.</p> <p>The bus flashing lights campaign also runs at the start of each school term to warn motorists that children are around the bus and drivers must slow down to 40km/h.</p> <p>In 2016, the 'Look out before you step out' campaign was also launched which includes pavement markings to remind pedestrians crossing the road to be aware of their surroundings and to look both ways before crossing.</p> <p>Along with the risks in metropolitan regions, we also know the high speed environments that regional school buses operate in means the rate of injury to school children inside the bus as opposed to outside or around the bus, is double the rate of that experienced in metro regions.</p> <p>We want to ensure buses transporting students are as safe as possible – which is why we have retrofitted more than 500 buses in our drive to ensure all school buses in regional NSW are equipped with seatbelts, and there are 400 more to be completed by the end of 2021.</p> <p>As well as retrofitting buses with seatbelts, we have also replaced more than 900 older buses with brand new buses fitted with seat belts and air conditioning, and there are a further 200 on order – meaning all school buses in regional NSW will have seatbelts by the end of the year.</p>
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SQ 59: Bus and Train Safety:

59	What specific initiatives has Transport for NSW introduced in the past two financial years to improve mode share between buses and active transport in NSW?
(a)	What was the total amount spent in 2019-2020 on these initiatives?
(b)	What is the total amount allocated in 2020-2021 towards these initiatives?

ANSWER

I am advised:

59	Bikes on Buses in the Bush is a pilot program that we are rolling out in Wagga Wagga. Bike racks will be installed on selected Wagga Bus routes that will allow customers to combine a bike ride with a bus ride. The pilot will
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	be conducted in the coming months for a period of about eight weeks. This pilot is an opportunity to explore further transport options to members of the local community. If it is a success, Transport for NSW may consider a wider rollout of this service on a permanent basis across regional NSW.
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SQ 60: Bus and Train Safety

60	What specific initiatives has Transport for NSW introduced in the past two financial years to improve pedestrian and cyclist safety around trains in NSW?
(a)	What was the total amount spent in 2019-2020 on these initiatives?
(b)	What is the total amount allocated in 2020-2021 towards these initiatives?

ANSWER

I am advised:

60	<p>The Transport Access Program is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure across the state. Almost 90 per cent of transport customer journeys begin from locations now accessible to people with a disability, those with limited mobility and parents with prams. Other upgrades have been undertaken to support an integrated transport network and seamless transfers for all customers.</p> <p>An additional \$112 million was announced for the Transport Access Program in November 2020, to progress a further 5 Station upgrades as part of the 2020-21 NSW Budget. This is in addition to the \$885 million allocated in the 2019-20 NSW Budget.</p> <p>More than 470 projects completed or underway as part of the program.</p> <p>An overarching campaign 'Do your bit for a safer trip' was initially implemented in August 2017 across the public transport network and continued through to 2020. The campaign was promoted through Transport's own media channels, such as station posters, digital screens, voice announcements, and social channels.</p> <p>The aim of the campaign was to encourage customers to be aware and take extra care when travelling on public transport. The campaign rolled out on trains, buses, light rail and ferries.</p> <p>A paid media campaign focusing on pedestrians, cyclists and driver safety was implemented to support the launch of CBD light rail.</p> <p>Information is publicly available on the Transport for NSW website.</p>
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SQ 61: Bus and Train Safety

61	What specific initiatives has Transport for NSW introduced in the past two financial years to improve mode share between trains and active transport in NSW?
(a)	What was the total amount spent in 2019-2020 on these initiatives?

(b)	What is the total amount allocated in 2020-2021 towards these initiatives?
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ANSWER

I am advised:

61	<p>The NSW Government is investing around \$710 million into walking and bike riding infrastructure over the next four years, bringing its total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Under the Transport Access Program, Transport for NSW has built 24 bike sheds since 2016. Eleven of these were delivered from 2018 onwards at Schofields, Penrith, Macarthur, Mt Drutt, Sutherland, Ashfield, Epping, Green Square, Rhodes, Emu Plains and Redfern stations. This program also provided a bike shelter at Eastwood Station.</p> <p>In addition, bike lockers were provided at Warriewood, Manly Vale and Brookvale, as part of the B-Line program; and secure bike facilities at Kingsford, for CBD South East Light Rail customers.</p> <p>Eight bike sheds were also delivered by Sydney Metro.</p> <p>The Transport Access Program is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure across the state. Almost 90 per cent of transport customer journeys begin from locations now accessible to people with a disability, those with limited mobility and parents with prams. Other upgrades have been undertaken to support an integrated transport network and seamless transfers for all customers.</p> <p>An additional \$112 million was announced for the Transport Access Program in November 2020, to progress a further 5 Station upgrades as part of the 2020-21 NSW Budget. This is in addition to the \$885 million allocated in the 2019-20 NSW Budget.</p> <p>More than 470 projects completed or underway as part of the program.</p> <p>Further information is available on the Transport for NSW website.</p>
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SQ 62: COVID-19 Advertising Initiatives

62	<p>What was the total amount allocated in the 2020-2021 financial year on education campaigns to encourage more people to walk or ride? Transport and Roads</p>
(a)	What proportion is allocated to advertising encouraging people to walk?
(b)	What proportion is allocated to advertising encouraging people to cycle?

ANSWER

I am advised:

62	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and</p>
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	<p>cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW and Transport Info websites.</p>
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SQ 63: COVID-19 Advertising Initiatives

63	What has been spent to date in the 2020-2021 financial year on education campaigns to encourage more people to walk or ride?
(a)	What proportion has been spent on advertising encouraging people to walk?
(b)	What proportion has been spent on advertising encouraging people to cycle?

ANSWER

I am advised:

63	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW and Transport Info websites.</p>
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SQ 64: COVID-19 Advertising Initiatives

64	Of the total amount budgeted in 2020-2021 for advertising encouraging more people to ride or walk, how much is allocated to advertising in/on:
(a)	Newspapers?
(b)	Commercial television?
(c)	Commercial radio?
(d)	Facebook?
(e)	Instagram?
(f)	Twitter?
(g)	Youtube?
(h)	Other?

ANSWER

I am advised:

64	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the</p>
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	<p>construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>In response to the COVID-19 pandemic, Transport for NSW focused its communication efforts in relation to walking and cycling on social media, digital display and out of home advertising initiatives.</p>
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SQ 65: COVID-19 Advertising Initiatives

65	Of the total amount spent on advertising on social media or web-based media so far in the 2020-2021 financial year encouraging people to ride or walk, how much funding has been spent on ad geo-targeted at:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

65	Transport for NSW undertakes advertising initiatives to encourage a variety of commuters to mode shift.
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SQ66: COVID-19 Participation Rates

66	How are increases in the number of people riding or walking to or from work being measured throughout the COVID-19 pandemic?
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ANSWER

I am advised:

66	<p>Transport for NSW uses data from several sources to monitor the increase of riding including bicycle counters and big data.</p> <p>For example, bicycle counters are installed on existing cycleways across Greater Sydney.</p> <p>There has been up to a 40 per cent increase in cycling in Greater Sydney since the start of 2020.</p>
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SQ 67: COVID-19 Participation Rates

67	How is the success of the Government's advertising strategy to encourage people to ride or walk being evaluated?
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ANSWER

I am advised:

67	Advertising campaigns undertaken by Transport for NSW are evaluated in accordance with the NSW Government's whole-of-government advertising policy. Further information is available at www.nsw.gov.au .
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SQ68: COVID-19 pop up cycle ways

68	How many pop-up cycle ways have been constructed as of the 25 February 2021?
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ANSWER

I am advised:

68	This information is publicly available on the Transport for NSW and Transport Info websites.
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SQ69: COVID-19 pop up cycle ways

69	What is the total amount of funding allocated in the 2020-2021 financial year for the construction of pop-up cycle ways?
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ANSWER

I am advised:

69	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ70: COVID-19 pop up cycle ways

70	How much has been spent on the planning, consultation, construction and evaluation of pop-up cycle ways in this financial year as of 25 February 2021?
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ANSWER

I am advised:

70	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 71: COVID-19 pop up cycle ways

71	What councils have (or are due to) receive funding to deliver pop-up cycle ways in 2020-2021?
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ANSWER

I am advised:

71	This information is publicly available on the Transport for NSW and Transport Info websites.
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SQ 72: COVID-19 pop up cycle ways

72	For each council, what is the total amount of funding provided?
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ANSWER

I am advised:

72	Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.
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	Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.
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SQ73: COVID-19 pop up cycle ways

73	For each project, what is the total amount of funding being (a) spent or (b) allocated to be spent in the 2020-2021 financial year?
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ANSWER

I am advised:

73	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ74: COVID-19 pop up cycle ways

74	What programs had their funding reduced, or were delayed, in order to fund pop-up cycle ways?
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ANSWER

I am advised:

74	None. Your question proceeds on a false premise.
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SQ075: COVID-19 pop up cycle ways

75	What planned pop-up cycle ways have been cancelled?
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ANSWER

I am advised:

75	This information is publicly available on the Transport for NSW and Transport Info websites.
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SQ76: COVID-19 pop up cycle ways

76	What projects or initiatives will replace those pop-up cycle ways that have been cancelled?
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ANSWER

I am advised:

76	This information is publicly available on the Transport for NSW and Transport Info websites.
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SQ 77: COVID-19 pop up cycle ways

77	How many complaints have been received about pop-up cycle ways since they were announced?
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ANSWER

I am advised:

77	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>While I appreciate that not everyone may be supportive of the NSW Government's attempts to keep commuters safe during the coronavirus pandemic, providing alternative and safe modes of transport – such as pop-up cycleways – is a key public health measure. You may be interested to know that the pop-up cycleways are being delivered under a Statutory Order issued under the <i>COVID-19 Legislation Amendment (Emergency Measures) Act</i>, by the Minister for Planning and Public Spaces, on the advice of the Minister for Health and Medical Research.</p>
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SQ 78: COVID-19 pop up cycle ways

78	For which pop-up cycle ways have safety audits been conducted?
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ANSWER

I am advised:

78	All of them.
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SQ079: COVID-19 pop up cycle ways

79	What has been the total amount of funding spent by Transport for NSW in the 2020-2021 financial year on safety audits for pop-up cycle ways?
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ANSWER

I am advised:

79	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's</p>
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	<p>total investment to around \$1.1 billion – the largest commitment in the State’s history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government’s commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ080: COVID-19 pop up cycle ways

80	What issues have been addressed in each of the pop-up cycle ways that have been constructed in response to safety audits or local concerns?
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ANSWER

I am advised:

80	<p>All issues identified in the safety audits commissioned by Transport for NSW were actioned prior to the pop-up cycleway opening.</p> <p>While I appreciate that not everyone may be supportive of the NSW Government’s attempts to keep commuters safe during the coronavirus pandemic, providing alternative and safe modes of transport – such as pop-up cycleways – is a key public health measure. You may be interested to know that the pop-up cycleways are being delivered under a Statutory Order issued under the <i>COVID-19 Legislation Amendment (Emergency Measures) Act</i>, by the Minister for Planning and Public Spaces, on the advice of the Minister for Health and Medical Research.</p> <p>During March 2021 the community is being consulted on whether or not any or all of the pop-up cycleways should become permanent, prior to any decision being made.</p>
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SQ081: COVID-19 pop up cycle ways

81	What issues have been addressed in each of the pop-up cycle ways that have been constructed in response to safety audits or local concerns?
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ANSWER

I am advised:

81	<p>All issues identified in the safety audits commissioned by Transport for NSW were actioned prior to the pop-up cycleway opening.</p> <p>While I appreciate that not everyone may be supportive of the NSW Government’s attempts to keep commuters safe during the coronavirus pandemic, providing alternative and safe modes of transport – such as pop-up cycleways – is a key public health measure. You may be interested to know that the pop-up cycleways are being delivered under a Statutory Order issued under the <i>COVID-19 Legislation Amendment (Emergency Measures)</i></p>
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	<p>Act, by the Minister for Planning and Public Spaces, on the advice of the Minister for Health and Medical Research.</p> <p>During March 2021 the community is being consulted on whether or not any or all of the pop-up cycleways should become permanent, prior to any decision being made.</p>
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SQ 82: COVID-19 pop up cycle ways

82	What pop-up cycle ways will become permanent? What is the mechanism by which they will be made permanent?
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ANSWER

I am advised:

82	This information is publicly available on the Transport for NSW website.
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SQ 83: COVID-19 pop up cycle ways

83	What are the criteria against which pop-up cycle ways are being evaluated?
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ANSWER

I am advised:

83	The NSW Government will update the community once we have more to say.
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SQ84: Cycleway Design Toolbox

84	What initiatives have Transport for NSW introduced in 2020-2021 to increase the awareness and utilisation of the Cycleway Design Toolbox?
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ANSWER

I am advised:

84	<p>The Cycleway Design Toolbox is publicly available on the Transport for NSW website.</p> <p>State and local government stakeholders that participated in the development and review of the Cycleway Design Toolbox were informed about its release.</p>
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SQ85: Cycleway Design Toolbox

85	What is the total amount of funding spent in the 2019-2020 financial year on developing, publishing, operating, monitoring or evaluating the Cycleway Design Toolbox?
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ANSWER

I am advised:

85	Nil.
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SQ86: Cycleway Design Toolbox

86	What is the total amount of funding allocated in the 2020-2021 State Budget on developing, publishing, operating, monitoring or evaluating the Cycleway Design Toolbox?
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ANSWER

I am advised:

86	Information regarding Transport for NSW's annual budget is publicly available. The cost of developing the Cycleway Design Toolbox forms part of the NSW Government's broader commitment to transport planning.
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SQ87: Cycleway Design Toolbox

87	How is Transport for NSW measuring the uptake of the Cycleway Design Toolbox?
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ANSWER

I am advised:

87	Transport for NSW is working with key stakeholders, including NSW Government agencies, local councils and industry, to help build awareness of the Cycleway Design Toolbox and support its use on relevant projects.
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SQ88: Cycling accidents and hospitalisations

88	How many accidents involving cyclists were recorded in 2019-2020?
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ANSWER

I am advised:

88	Information regarding cycling accidents are publicly available on the Transport for NSW website.
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SQ 89: Cycling accidents and hospitalisations

89	How many accidents involving cyclists have been recorded between 1 July 2020 and 25 February 2021?
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ANSWER

I am advised:

89	Information regarding cycling accidents are published on the Transport for NSW website.
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SQ90: Cycling accidents and hospitalisations

90	In 2019-2020 and to date in 2020-2021, how many of these incidents have been reported by cyclists?
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ANSWER

I am advised:

90	Information regarding cycling accidents are publicly available on the Transport for NSW website.
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SQ91: Cycling accidents and hospitalisations

91	In 2019-2020 and to date in 2020-2021, how many of these incidents have been as a result of motorists not obeying the one-metre passing law?
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ANSWER

I am advised:

91	This is a matter for the Minister for Police and Emergency Services.
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SQ92: Cycling accidents and hospitalisations

92	Does the Centre for Road Safety record the number of cyclist hospitalisations each year? If so, how many cyclists have been hospitalised in 2019-2020 and to date in 2020-2021?
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ANSWER

I am advised:

92	Information regarding cycling accidents are publicly available on the Transport for NSW website.
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SQ93: Education Campaigns

93	What was the total amount spent in the 2019-2020 financial year on education campaigns to promote cyclist safety?
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ANSWER

I am advised:

93	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly supports a variety of educational initiatives to promote cyclist safety. Information regarding Transport for NSW's annual budget is publicly available.</p> <p>The cost of educational initiatives to promote cyclist safety forms part of the NSW Government's broader commitment to road safety.</p>
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SQ94: Education Campaigns

94	What was the total amount spent in the 2019-2020 financial year on education campaigns to promote pedestrian safety?
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ANSWER

I am advised:

94	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly supports a variety of educational initiatives to promote pedestrian safety. Information regarding Transport for NSW's annual budget is publicly available.</p> <p>The cost of educational initiatives to promote pedestrian safety forms part of the NSW Government's broader commitment to road safety.</p>
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SQ95: Education Campaigns

95	What is the total amount allocated in the 2020-2021 financial year on education campaigns to promote cyclist safety?
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ANSWER

I am advised:

95	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly supports a variety of educational initiatives to promote cyclist safety. Information regarding Transport for NSW's annual budget is publicly available.</p> <p>The cost of educational initiatives to promote cyclist safety forms part of the NSW Government's broader commitment to road safety.</p>
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SQ96: Education Campaigns

96	What is the total amount allocated in the 2020-2021 financial year on education campaigns to promote pedestrian safety?
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ANSWER

I am advised:

96	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Transport for NSW regularly supports a variety of educational initiatives to promote pedestrian safety. Information regarding Transport for NSW's annual budget is publicly available.</p> <p>The cost of educational initiatives to promote pedestrian safety forms part of the NSW Government's broader commitment to road safety.</p>
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SQ97: Education Campaigns

97	Why is the NSW Government not co-delivering an education campaign to promote cyclist safety with Bicycle NSW?
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ANSWER

I am advised:

97	<p>Transport for NSW is responsible for the delivery of effective road safety educational campaigns. The manner and form of these campaigns is determined having regard to, among other things, the projected effectiveness of such initiatives.</p> <p>Transport for NSW has worked with Bicycle NSW on a number of safe cycling communication campaigns.</p>
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SQ98: Education Campaigns

98	Is the NSW Government supporting the Safety on Spokes campaign?
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ANSWER

I am advised:

98	<p>The NSW Government was represented at the launch of the 'Safety on Spokes' campaign.</p> <p>Transport for NSW is responsible for the delivery of effective road safety educational campaigns. The manner and form of these campaigns is determined having regard to, among other things, the projected effectiveness of such initiatives.</p> <p>Transport for NSW has worked with Bicycle NSW on a number of safe cycling communication campaigns.</p>
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SQ99: Education Campaigns

99	Is the NSW Government funding the Safety on Spokes campaign? If not, why not?
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ANSWER

I am advised:

99	<p>This is a matter for Bicycle NSW.</p> <p>Transport for NSW is responsible for the delivery of effective road safety educational campaigns. The manner and form of these campaigns is determined having regard to, among other things, the projected effectiveness of such initiatives.</p>
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SQ 100: Electric Scooters and Personal Mobility Devices

100	Have any councils approached Transport for NSW to conduct a trial of electric scooters since the Electric Scooter Advisory Working Group issued its Electric Scooter Trial Recommendations Report?
-----	--

ANSWER

I am advised:

100	<p>Formal consideration of any future electric scooter trial would require identification of a suitable trial location where all recommendations of the report are met, as well as support from the relevant local Council area.</p> <p>While Wollongong Council officers have approached Transport for NSW to discuss the conditions in the report, no Councils have approached Transport for NSW with a proposal for a trial that would meet the conditions in the recommendations report.</p>
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SQ 101: Electric Scooters and Personal Mobility Devices

101	<p>[see SQ 100 - Have any councils approached Transport for NSW to conduct a trial of electric scooters since the Electric Scooter Advisory Working Group issued its <i>Electric Scooter Trial Recommendations Report</i>?]</p> <p>If so, which councils?</p>
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ANSWER

I am advised:

101	<p>While Wollongong Council officers have approached Transport for NSW to discuss the conditions in the report, no Councils have approached Transport for NSW with a proposal for a trial that would meet the conditions in the recommendations report.</p>
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SQ 102: Electric Scooters and Personal Mobility Devices

102	Will the Minister approve a trial if a council meets the criteria set out in the <i>Electric Scooter Trial Recommendations Report</i> ?
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ANSWER

I am advised:

102	I have nothing further to add to my comments at the estimates hearing
-----	---

SQ 103: Electric Scooters and Personal Mobility Devices

103	What was the total cost of convening and running the Electric Scooter Advisory Working Group?
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ANSWER

I am advised:

103	Costs to Government were for organising the meetings of the working group, providing a secretariat and preparing reports, which were activities undertaken by existing Transport for NSW staff. There were no additional external costs associated with the working group.
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SQ 104: Goulburn Mulwaree Bicycle Strategy

104	What has been the total amount spent by the NSW Government funding projects forming part of the Goulburn Mulwaree Bicycle Strategy in 2019-2020?
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ANSWER

I am advised:

104	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's investment into specific projects is publicly available.</p>
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SQ 105: Goulburn Mulwaree Bicycle Strategy

105	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Goulburn Mulwaree Bicycle Strategy Plan?
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ANSWER

I am advised:

105	More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as
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	<p>part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p>
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SQ 106: Inner West Greenway project

106	What was the total amount of funding expended in the 2019-2020 financial year to deliver the Inner West Greenway Project?
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ANSWER

I am advised:

106	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 107: Inner West Greenway project

107	What is the total amount of funding allocated in the 2020-2021 State Budget to deliver the Inner West Greenway Project?
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ANSWER

I am advised:

107	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the</p>
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	<p>construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 108: Inner West Greenway project

108	Has Transport for NSW issued all the necessary approvals for the Inner West Greenway project? What approvals are outstanding?
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ANSWER

I am advised:

108	<p>Transport for NSW is working closely with Inner West Council to ensure the delivery of the Greenway Project and has issued all necessary approvals to date.</p> <p>Transport for NSW will continue to work with Council through the next phase of the project.</p>
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SQ 109: Lake Macquarie Cycling Strategy

109	What has been the total amount spent by the NSW Government funding projects forming part of the Lake Macquarie Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

109	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p>
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	Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.
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SQ 110: Lake Macquarie Cycling Strategy

110	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Lake Macquarie Cycling Strategy?
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ANSWER

I am advised:

110	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 111: Light Rail cyclist and pedestrian safety

111	What is the total amount expended in 2020-2021 on education campaigns to promote cyclist and pedestrian safety around:
(a)	The Sydney CBD and Easter Suburbs Light Rail?
(b)	The Newcastle Light Rail?
(c)	Inner West Light Rail?

ANSWER

I am advised:

111	
(a)	<p>Transport for NSW has implemented an integrated safety campaign since March 2018, to support safe interaction with light rail.</p> <p>Transport for NSW's 'Play it Safe around Light Rail' safety campaign, which ran from July 2019 through to August 2020; aimed to educate all roads users - pedestrians, cyclists and motorists - about safe interaction with trams along the CBD and South East Light Rail.</p> <p>Transport for NSW spent \$394,476.98 (ex GST) in the 2020/21 financial year on the safety campaign for the CBD and South East Light Rail.</p>

	<p>Communicating ongoing safety is the contractual responsibility of the operator Transdev and is not funded by Transport for NSW.</p> <p>Safety is Transdev's highest priority and is the basis of their customer and stakeholder engagement across the CBD and South East Light Rail.</p> <p>As a private operator spend for Transdev is commercial in confidence.</p>
(b)	<p>Communicating safety is the contractual responsibility of the operator Keolis Downer and is not funded by Transport for NSW.</p> <p>Safety is Keolis Downer's highest priority and is the basis of their customer information and campaigns across Newcastle Transport, including Light Rail.</p>
(c)	See answer to question (a).

SQ112: Light Rail cyclist and pedestrian safety

112	What was the total amount expended on education campaigns to promote cyclist and pedestrian safety for each of the above projects in the 2019-2020 financial year?
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ANSWER

I am advised:

112	<p>In 2019-20, Transport for NSW spent \$119,000 in the Road User Safety Behavioural program to promote light rail cycling and pedestrian safety. This was in addition to light rail cycling and pedestrian safety education campaigns and to other cycling and pedestrian safety initiatives at a regional level.</p> <p>Road safety education initiatives targeting light rail cycling and pedestrian safety under the programs include:</p> <ul style="list-style-type: none"> • localised educational resources and signage to assist prevention of cyclist injury along the Newcastle Light Rail. • light rail presentations to older road users.
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SQ 132: Light Rail cyclist and pedestrian safety

132	In each of the past three financial years, what is the total number of accidents involving:
(a)	pedestrians and
(b)	cyclists for each of the above three light rail projects?

ANSWER

I am advised:

132																					
(a)	<p>In each of the past three financial years, the total number of accidents involving pedestrians is:</p> <table border="1"> <thead> <tr> <th></th> <th>July 2018 – June 2019</th> <th>July 2019 - June 2020</th> <th>July 2020 – March 2021</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Inner West Light Rail*</td> <td>1</td> <td>3</td> <td>1</td> <td>5</td> </tr> <tr> <td>CBD & South East Light Rail*</td> <td>n/a</td> <td>3</td> <td>4</td> <td>7</td> </tr> <tr> <td>Newcastle Light Rail</td> <td>0</td> <td>7</td> <td>0</td> <td>7</td> </tr> </tbody> </table> <p>* Data is from operator Transdev Sydney as at 22 March 2021.</p>		July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total	Inner West Light Rail*	1	3	1	5	CBD & South East Light Rail*	n/a	3	4	7	Newcastle Light Rail	0	7	0	7
	July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total																	
Inner West Light Rail*	1	3	1	5																	
CBD & South East Light Rail*	n/a	3	4	7																	
Newcastle Light Rail	0	7	0	7																	
(b)	<p>In each of the past three financial years, the total number accidents involving cyclists is as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>July 2018 – June 2019</th> <th>July 2019 - June 2020</th> <th>July 2020 – March 2021</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Inner West Light Rail*</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>CBD & South East Light Rail*</td> <td>n/a</td> <td>1</td> <td>3</td> <td>4</td> </tr> <tr> <td>Newcastle Light Rail</td> <td>0</td> <td>6</td> <td>2</td> <td>8</td> </tr> </tbody> </table> <p>* Data is from operator Transdev Sydney as at 22 March 2021.</p>		July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total	Inner West Light Rail*	0	0	0	0	CBD & South East Light Rail*	n/a	1	3	4	Newcastle Light Rail	0	6	2	8
	July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total																	
Inner West Light Rail*	0	0	0	0																	
CBD & South East Light Rail*	n/a	1	3	4																	
Newcastle Light Rail	0	6	2	8																	

SQ113: Light Rail cyclist and pedestrian safety

113	In each of the past three financial years, what is the total number of recorded near-misses involving:
a)	pedestrians and
b)	cyclists for each of the above three light rail projects?

ANSWER

I am advised:

113																					
a)	<p>In each of the past three financial years, the total number recorded near-misses involving pedestrians is as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>July 2018 – June 2019</th> <th>July 2019 - June 2020</th> <th>July 2020 – March 2021</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Inner West Light Rail*</td> <td>43</td> <td>28</td> <td>26</td> <td>97</td> </tr> <tr> <td>CBD and South East Light Rail*</td> <td>n/a</td> <td>64</td> <td>133</td> <td>197</td> </tr> <tr> <td>Newcastle Light Rail**</td> <td>3 near misses (5 months operation)</td> <td>15 near misses</td> <td>8 near misses (9 months operation)</td> <td>26</td> </tr> </tbody> </table> <p>* Data is from operator Transdev Sydney as at 15 March 2021. ** Transport for NSW does not record near misses. This information was provided by Keolis Downer.</p>		July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total	Inner West Light Rail*	43	28	26	97	CBD and South East Light Rail*	n/a	64	133	197	Newcastle Light Rail**	3 near misses (5 months operation)	15 near misses	8 near misses (9 months operation)	26
	July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total																	
Inner West Light Rail*	43	28	26	97																	
CBD and South East Light Rail*	n/a	64	133	197																	
Newcastle Light Rail**	3 near misses (5 months operation)	15 near misses	8 near misses (9 months operation)	26																	
b)	<p>In each of the past three financial years, the total number recorded near-misses involving cyclists is as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>July 2018 – June 2019</th> <th>July 2019 - June 2020</th> <th>July 2020 – March 2021</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Inner West Light Rail*</td> <td>1</td> <td>4</td> <td>1</td> <td>6</td> </tr> <tr> <td>CBD and South East Light Rail*</td> <td>n/a</td> <td>18</td> <td>28</td> <td>46</td> </tr> <tr> <td>Newcastle Light Rail**</td> <td>0 near missed (5 months operation)</td> <td>5 near missed</td> <td>1 near missed (9 months operation)</td> <td>6</td> </tr> </tbody> </table> <p>* Data is from operator Transdev Sydney as at 15 March 2021 ** Transport for NSW does not record near misses. This information was provided by Keolis Downer.</p>		July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total	Inner West Light Rail*	1	4	1	6	CBD and South East Light Rail*	n/a	18	28	46	Newcastle Light Rail**	0 near missed (5 months operation)	5 near missed	1 near missed (9 months operation)	6
	July 2018 – June 2019	July 2019 - June 2020	July 2020 – March 2021	Total																	
Inner West Light Rail*	1	4	1	6																	
CBD and South East Light Rail*	n/a	18	28	46																	
Newcastle Light Rail**	0 near missed (5 months operation)	5 near missed	1 near missed (9 months operation)	6																	

SQ 114: Light Rail cyclist and pedestrian safety

114	How many proposals were received in response to the September 2020 e-tender to install a Light Rail Flange-way Filler Solution along the Newcastle Light Rail? (e-tender: WS2233228397)
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ANSWER

I am advised:

114	A total of four proposals were received. Three of these proposals have been selected as potential options going forward. The organisations selected are about to embark on manufacturing appropriate samples of the product.
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SQ 115: Light Rail cyclist and pedestrian safety

115	What decision has been made in relation to installing a flange-way filler? 92. What is the timeline for installing a flange-way filler?
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ANSWER

I am advised:

115	<p>Arrangements are underway to conduct initial trials regarding the suitability of the proposed products for use on the Transport for NSW network. As this is a novel solution, following the initial trials a more comprehensive testing regime will be conducted for any products that are then considered to have the potential to provide a long term solution.</p> <p>Any decisions that are made regarding the actual installation of a flange way filler will be based on the results of the testing and an evaluation of the overall effectiveness of the solution.</p> <p>As this exercise involves the development of a new and novel product it is not reasonable to speculate on any timelines for actual fitment as no products have yet been deemed suitable for use.</p>
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SQ 116: Light Rail cyclist and pedestrian safety

116	What has been the total number of accidents involving passengers at the light rail stations on the CBD and South East Light Rail route since services began in September 2020?
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ANSWER

I am advised:

116	A total of 30 incidents, involving customers and members of the public, have occurred at CBD and South East Light Rail stops since services began on 14 December 2019.
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SQ 117: Light Rail cyclist and pedestrian safety

117	What has been the total number of accidents recorded at each of the stations along the line since service commenced (to 22 September 2020)?
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ANSWER

I am advised:

117	<p>A total of 30 incidents, involving customers and members of the public, have occurred at CBD and South East Light Rail stops since services began on 14 December 2019. A breakdown at each stop is provided below:</p> <table border="1"> <thead> <tr> <th>Platform Location</th> <th>Number of incidents</th> </tr> </thead> <tbody> <tr> <td>Circular Quay</td> <td>7</td> </tr> <tr> <td>Bridge St</td> <td>1</td> </tr> <tr> <td>Wynyard</td> <td>3</td> </tr> <tr> <td>QVB</td> <td>3</td> </tr> <tr> <td>Town Hall</td> <td>4</td> </tr> <tr> <td>Chinatown</td> <td>1</td> </tr> <tr> <td>Central Chalmers St</td> <td>4</td> </tr> <tr> <td>Royal Randwick</td> <td>1</td> </tr> <tr> <td>UNSW High St</td> <td>1</td> </tr> <tr> <td>UNSW Anzac Parade</td> <td>1</td> </tr> <tr> <td>Randwick</td> <td>3</td> </tr> <tr> <td>Juniors Kingsford</td> <td>1</td> </tr> <tr> <td>Total</td> <td>30</td> </tr> </tbody> </table>	Platform Location	Number of incidents	Circular Quay	7	Bridge St	1	Wynyard	3	QVB	3	Town Hall	4	Chinatown	1	Central Chalmers St	4	Royal Randwick	1	UNSW High St	1	UNSW Anzac Parade	1	Randwick	3	Juniors Kingsford	1	Total	30
Platform Location	Number of incidents																												
Circular Quay	7																												
Bridge St	1																												
Wynyard	3																												
QVB	3																												
Town Hall	4																												
Chinatown	1																												
Central Chalmers St	4																												
Royal Randwick	1																												
UNSW High St	1																												
UNSW Anzac Parade	1																												
Randwick	3																												
Juniors Kingsford	1																												
Total	30																												

SQ 118: Light Rail cyclist and pedestrian safety

118	What modifications have been made at each of the stations along the CBD and South East Light Rail route since services began to improve passenger safety?
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ANSWER

I am advised:

118	<p>To help prevent slips, trips and falls, permanent yellow safety edge marking is now on all 19 L2 Randwick and L3 Kingsford stops.</p> <p>Additional safety signage and decals have been installed at key light rail stops as well as temporary bollards and flagging at locations such as Chinatown to minimise the risk of people cutting across the platform and tripping.</p>
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	<p>These measures are above what is required under the <i>Disability Discrimination Act</i> and Building Codes of Australia.</p> <p>Pedestrian fencing at Eddy Avenue was installed to prevent people from cutting across the track, minimising the potential for collisions.</p>
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SQ 119: Lismore City Walking and Cycling Strategy

119	What has been the total amount spent by the NSW Government funding projects forming part of the Lismore City Walking and Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

119	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 120: Lismore City Walking and Cycling Strategy

120	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Lismore City Walking and Cycling Strategy?
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ANSWER

I am advised:

120	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW</p>
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	<p>Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 121: Manly Ferries

121	What provisions are being made for cyclists to transport their bikes on the Emerald-class ferries set to replace the existing Freshwater class ferries between Circular Quay and Manly?
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ANSWER

I am advised:

121	The new Emerald Class ferries have been designed and built to carry 17 bicycles on each vessel; an increase on each service of 9 bicycles compared to the 8 bicycles carried by the current Freshwater Class vessels.
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SQ 122: Manly Ferries

122	What is the total daily capacity for bicycles in the existing Freshwater class? What is the total daily capacity for bicycles in the new Emerald class?
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ANSWER

I am advised:

122	Existing Freshwater Class		
	The current Freshwater Class ferries has provision for 8 bicycles per vessel.		
	Day	Freshwater Services	Total Bicycle Capacity
	Monday	71	568
	Tuesday	71	568
	Wednesday	71	568
	Thursday	71	568
	Friday	73	584
	Saturday	71	568
	Sunday	64	512
	Total Weekly	492	3936
	New Emerald Class		
	The new Emerald Class ferries has provision for 17 bicycles per vessel.		
	Day	Emerald Services	Total Bicycle Capacity
	Monday	104	1768
	Tuesday	104	1768
	Wednesday	104	1768
Thursday	104	1768	
Friday	106	1802	
Saturday	96	1632	
Sunday	90	1530	
Total Weekly	708	12036	

SQ 123: Newcastle Cycling Strategy

123	What has been the total amount spent by the NSW Government funding projects forming part of the Newcastle Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

123	More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.
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	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 124: Newcastle Cycling Strategy:

124	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Newcastle Cycling Strategy?
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ANSWER

I am advised:

124	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 125: On demand transit services

125	For each of the trials of on-demand bus services in NSW, how many passengers contributed to an evaluation process to assess the trial's success?
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ANSWER

I am advised:

125	Since the commencement of the trials in October 2017, 15,479 responses have been received from the quantitative survey.
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SQ 126: On demand transit services

126	For each of these trials, how many passengers that contributed to evaluations were over the age of 55?
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ANSWER

I am advised:

126	Using data from the most recent survey results for the active On Demand trials, 67 per cent of the total respondents were over the age of 50 and 47 per cent of the total respondents were over the age of 60. The age categories in the surveys are grouped in 10 year increments.
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SQ 127: On demand transit services

127	Has the Government consulted with seniors groups and organisations as part of the evaluation of on demand transit services?
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ANSWER

I am advised:

127	The operators of On Demand trials often consult with local groups such as seniors groups and organisations located in the service zone to build awareness of the trials and promote them amongst the local community.
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SQ 128: On demand transit services

128	How did this consultation occur and which groups participated?
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ANSWER

I am advised:

128	Please see response provided to Supplementary Question 127. Operators consult with local community groups, such as seniors groups and organisations located in the service zone, in a variety of ways. This includes in-person visitations to retirement villages, flyers and posters displayed at local clubs and organisations, participation at community meetings and stalls at local town centres. Each operator designs and delivers engagement and promotional activities based on their particular service. The operators are generally locally-based and well placed to understand and meet the needs of the communities they provide the services to.
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SQ 129: Opera House to Parramatta Walk

129	How will the \$500,000 allocated in the 2020-2021 State Budget for the Opera House to Parramatta Pathway be spent?
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ANSWER

I am advised:

129	This information is publicly available on the NSW Treasury website.
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SQ 130: Opera House to Parramatta Walk

130	As of 25 February 2021, how much of the above funding has been expended?
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ANSWER

I am advised:

130	Transport for NSW is currently involved in the planning of a range of active transport projects, each of which is up to a different stage of development.
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SQ 131: Opera House to Parramatta Walk

131	As of February 25, 2021, what work has Transport for NSW conducted to investigate:
(a)	A foreshore loop in the Blackwattle and Rozelle Bay and repairing and reopening the Glebe Island Bridge to become a key walking and cycling link to Sydney CBD?
(b)	A 10km foreshore loop around Canada Bay?
(c)	A new Connecting Canada Bay to the Homebush Bay Circuit?
(d)	Identifying missing links along the foreshore between Parramatta and Sydney?

ANSWER

I am advised:

131	Transport for NSW is currently involved in the planning of a range of active transport projects, each of which is up to a different stage of development. Further information is publicly available on the eTender website.
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SQ 132: Parramatta Light Rail

132	What changes to cycling routes are being proposed as part of the development of the Parramatta Light Rail?
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ANSWER

I am advised:

132	This information is publicly available on the Transport for NSW website.
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SQ 133: Parramatta Light Rail

133	Is it correct that cyclists will be redirected to an area where bikes are currently banned due to construction for the Parramatta Light Rail?
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ANSWER

I am advised:

133	Where access is temporarily relocated due to the construction of the Parramatta Light Rail, alternative routes are provided, and signposted, ensuring motorists, cyclists and pedestrians can move safely around the work zones.
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SQ 134: Parramatta Light Rail

134	What provisions are being made for people who use wheelchairs when redirecting pedestrians due to construction for the project?
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ANSWER

I am advised:

134	Alternative routes will be at suitable widths, and ramps provided in order to maintain accessibility for all users.
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SQ 135: Parramatta Light Rail

135	What technology is being included as part of the design to ensure cyclists and wheelchair users do not become lodged in the flange-way along the route?
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ANSWER

I am advised:

135	This information is publically available on the Parramatta Light Rail website.
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SQ 136: Parramatta Light Rail

136	Has a solution for a flange-way filler been budgeted for as part of the project?
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ANSWER

I am advised:

136	There is currently no product approved for use. Transport for NSW continues to work with industry to develop and trial a solution which will reduce the risk to cyclists riding over light rail tracks, without transferring safety risk elsewhere.
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SQ 137: Parramatta Light Rail

137	What other measures are being planned for to protect cyclist and pedestrian safety as part of the Parramatta Light Rail?
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ANSWER

I am advised:

137	I refer you to the answer to Supplementary Question 135.
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SQ 138: Parramatta Light Rail

138	What is the total budget allocated for active transport links and infrastructure as part of the Parramatta Light Rail project?
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ANSWER

I am advised:

138	More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as
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	<p>part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 139: Port Stephens Cycling Strategy

139	What has been the total amount spent by the NSW Government funding projects forming part of the Port Stephens Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

139	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 140: Port Stephens Cycling Strategy

140	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Port Stephens Cycling Strategy?
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ANSWER

I am advised:

140	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help</p>
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	<p>relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 141: Powerhouse Parramatta

141	What changes are being proposed to existing cycle ways and pedestrian infrastructure as part of the Powerhouse Parramatta project?
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ANSWER

I am advised:

141	This is a matter for the Special Minister of State, and Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts.
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SQ 142: Powerhouse Parramatta

142	What new active transport links are being planned as part of the project?
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ANSWER

I am advised:

142	This is a matter for the Special Minister of State, and Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts.
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SQ 143: Powerhouse Parramatta

143	What provisions for bike parking are being made at the Powerhouse Parramatta project?
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ANSWER

I am advised:

143	This is a matter for the Special Minister of State, and Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts.
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SQ 144: Principal Bike Network (PBN)

144	How many FTE staff are currently allocated to the development of the Principal Bike Network within Transport for NSW?
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ANSWER

I am advised:

144	The Transport Cluster has over 25,000 employees that work on a variety of matters.
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SQ 145: Principal Bike Network (PBN)

145	What is the total amount of funding allocated to active transport infrastructure projects in the 2020-2021 State Budget that form part of the Principal Bike Network?
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ANSWER

I am advised:

145	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 146: Principal Bike Network (PBN)

146	What is the proportion of the total budget for new transport infrastructure in 2020-2021 allocated to projects that form part of the Principal Bike Network?
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ANSWER

I am advised:

146	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p>
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	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 147: Principal Bike Network (PBN)

147	When will the Principal Bike Network be completed?
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ANSWER

I am advised:

147	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>The NSW Government's commitment to develop an integrated cycling network is a major piece of work. The NSW Government is taking the time to get this right. We will update the community as soon as we have more to say.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 148: Principal Bike Network (PBN)

148	As of 30 June 2021, what percentage of the total works for the Principal Bike Network does the NSW Government anticipate will be built?
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ANSWER

I am advised:

148	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling</p>
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	<p>infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>The NSW Government's commitment to develop an integrated cycling network is a major piece of work. The NSW Government is taking the time to get this right. We will update the community as soon as we have more to say.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 149: Restart NSW Fund

149	In the following financial years, what has been the total amount spent on active transport projects from the Restart NSW Fund:
(a)	2015 - 2016
(b)	2016 - 2017
(c)	2017 - 2018
(d)	2018 - 2019

ANSWER

I am advised:

149	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p>
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SQ 150: Restart NSW Fund

150	What is the total amount allocated in the 2020/2021 State Budget for active transport projects in the Restart NSW Fund?
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ANSWER

I am advised:

150	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the</p>
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	<p>construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure, including as part of the Restart NSW Fund, is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 151: Restart NSW Fund

151	What specific active transport projects are funded through the Restart NSW Fund in the 2020-2021 State Budget?
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ANSWER

I am advised:

151	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure, including as part of the Restart NSW Fund, is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 152: Restart NSW Fund

152	What is the funding amount attached to each of these funded projects?
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ANSWER

I am advised:

152	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 153: Ryde Bicycle Strategy and Masterplan

153	What has been the total amount spent by the NSW Government funding projects forming part of the Ryde Bicycle Strategy and Masterplan in 2019-2020?
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ANSWER

I am advised:

153	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 154: Ryde Bicycle Strategy and Masterplan

154	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Ryde Bicycle Strategy and Masterplan?
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ANSWER

I am advised:

154	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 155: Staffing and Consultancies

155	As of 25 February 2021, how many FTE staff are currently employed in the unit within Transport for NSW responsible for active transport?
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ANSWER

I am advised:

155	The Transport Cluster has over 25,000 employees that work on a variety of matters.
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SQ 156: Staffing and Consultancies (consultants also at 368)

156	What is the total amount of funding allocated in the 2020-2021 State Budget for staffing the unit within Transport for NSW responsible for active transport?
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ANSWER

I am advised:

156	<p>The Transport Cluster has over 25,000 employees that work on a variety of matters.</p> <p>Information regarding the Transport Cluster's budget is publicly available.</p>
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SQ 157: Staffing and Consultancies (consultants also at 368)

157	What was the total amount expended in the 2019-2020 financial year on consultancy fees pertaining to active transport projects or policies?
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ANSWER

I am advised:

157	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 158: Staffing and Consultancies (consultants also at 368)

158	What is the total amount budgeted in the 2020-2021 financial year for consultancy fees related to active transport projects or policies?
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ANSWER

I am advised:

158	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 159: Staffing and Consultancies (consultants also at 368)

159	How much has been spent on consultancy fees related to active transport projects or policies as of 25 February 2021?
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ANSWER

I am advised:

159	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 160: Walking and Cycling Program

160	How much has been spent on consultancy fees related to active transport projects or policies as of 25 February 2021?
(a)	The construction of 2.4km of 2.5m wide asphalt shared path in Thurgoona, as part of a larger network program to provide cycle connectivity in Thurgoona. This path will connect Thurgoona Drive to Corrys Road and the Albury-Thurgoona Trail - Albury City Council?
(b)	(b) Bayside Council proposes to construct a network of 1200m of shared pedestrian/cycle-paths (2.5m Wide) along the southern side of Wentworth Avenue between Bay Street and Baker Street Pagewood including sections along both sides of Page Street - Bayside Council?
(c)	(c) Concrete Footpath - 1000 m long x 2.5 m wide x 125 mm thickness using SL82 steel mesh Provide subbase layer of 100 mm crushed rock under the concrete footpath Provide solar lights 6 m height at 15 m intervals - Brewarrina Shire Council?
(d)	(d) Byron Shire Council proposes the construction of a Shared User Path of 2.5m width and total length of 1040m in length along Balemo Drive, Ocean Shores to provide a total of 2.5km of safe access for pedestrians, and cyclists to schools and facilities - Byron Shire Council?
(e)	Construction of 700 lineal metres of shared path along Pye St from Noble St, past the school to Parkes St connecting through to the CBD - Cabonne Council?
(f)	180 metres of new footpath on both sides of Cobbitty Road. Kerb and gutter and associated stormwater infrastructure. Pedestrian refuge with children's crossing. Camden Council?
(g)	Central Coast Council proposes the construction of a shared pathway with a width of 3 metres and total length 780 metres along Pacific Highway from adjacent to Parktrees Retirement Village to Elizabeth Bay Drive, Lake Munmorah. Central Coast Council?

(h)	Central Coast Council proposes the construction of a shared pathway with a width of 2.5 metres and total length 1375 metres along the northern side of Racecourse Road from Showground Road to Faunce Street West - Central Coast Council?
(i)	Construct 2815m of 2.5m shared path, 220m of Category One Shared Zone, 5 pedestrian refuges, and associated wayfinding signage, linking Cessnock CBD (Public Transport Hub) with Cessnock public schools, sporting complexes, and community facilities - Cessnock City Council?
(j)	City of Ryde Council proposes the construction of predominantly 2.5m wide and 2205m long Shared User Path along western side of Pittwater Road between Bronhill Avenue, East Ryde and Victoria Road, Gladesville - City of Ryde Council?
(k)	TfNSW proposes the construction of a pedestrian link to connect the new, yet to be constructed, Southern Concourse at Redfern Station with new student and low cost housing in Gibbons Street and Regent Street and further into Redfern - City of Sydney Council?
(l)	The project improves access and safety for people walking and riding at the intersection of Lang Road and Driver Avenue, part of the Co-designed Bicycle Network Blueprint and providing access to two high schools and a strategic centre - City of Sydney Council?
(m)	The City of Sydney proposes the construction of a separated cycleway with a width of 3.0m and total length of approximately 740m along the western side of Pitt Street between King Street and Alfred Street in the City Centre - City of Sydney Council?
(n)	Cobar Shire Council proposes the construction of a shared path, along Bathurst Street, Cobar, NSW, 2835. Including 3 kerb ramps at the entrance of Bossie Mitchell Dive. This path will provide safe access to 3 attractors for both bikes and walkers - Cobar Shire Council?
(o)	Cowra Shire Council proposes the construction of a 1.2m concrete footpath along Wellington Street in Cowra. The project will provide increased accessibility for pedestrians that commute through Wellington Street to Mulyan Public School - Cowra Council?
(p)	Construction of shared pathway infrastructure within the Holroyd Sports Ground linking to M4 Cycleway (Tier 1 CDBNB) and Walpole Street (Tier 2 CDBNB). Cumberland Council?
(q)	Hilltops Council proposes the development of a concrete all-weather shared path connecting the hospital and Murrumburrah Public School to the existing footpath network. This footpath will span 1030m and will be 1.5m in width - Hilltops Council?
(r)	Construction of a shared path cycleway along Peats Ferry Road, Hornsby between Hornsby CBD (east side) and Galston Road - Hornsby Shire Council?
(s)	Construction of a shared path cycleway along Franklin Road, Cherrybrook between Cherrybrook Metro Station and New Line Road - Hornsby Shire Council?
(t)	Construction of a shared path cycleway along Edgeworth David Avenue, Hornsby between Hornsby CBD and Hornsby Hospital - Hornsby Shire Council?
(u)	Summer Hill to Newton Priority Cycleway (RR07) Inner West Council?

(v)	Inner West Council proposes the construction of Stage 1 of an on and off street cycle facility with a width of 2.3 metres (varies) and a total length of 1,200m along the western side of Livingstone Road from Albermarle Street to Marrickville Park - Inner West Council?
(w)	Inverell Shire Council proposes the construction of a Shared User Path with a width of 2.5m and total length of 435m along the northern side of Gwydir Highway from the corner Brae St to Lions Park, Old Bundarra Road, Inverell - Inverell Shire Council?
(x)	Inverell Shire proposes the construction of a Shared User Path 2.5m wide and length of 315m along the Macintyre River from Gwydir Highway to May Street Lookout, Inverell. The project will provide a safe passage for pedestrians and cyclists - Inverell Shire Council?
(y)	(y) Inverell Shire Council proposes the construction of a shared cycleway 2.5m wide and 310m long from corner Lawrence and Henderson Street to corner Granville and Vivian Streets Inverell. The project adjoins parkland and aged care facility - Inverell Shire Council?
(z)	(z) Council proposes the construction of concrete shared cycleways nominal 2.1m width at; Gregory St South West Rocks (Tallowood Place to Spencers Creek Road) 300m; Pacific St Crescent Head (Belmore to Playing Fields west of primary School) 350m - Kempsey Shire Council?
(aa)	800m of shared path, extending on existing network and completing the final stage of works to link the CBD to the Deadmans point recreation reserve and camping ground - Lachlan Shire Council?
(bb)	Construct Shared User Path with a width of 2.5m and total length of 300m along Frederick Street, from Winding Creek to the existing Shared User Path at 1 George Street Glendale, completing the final stage of the Speers Point to Glendale Shared Path - Lake Macquarie City Council?
(cc)	The project would connect to the existing Kadina High School overpass that crosses Ballina Road. There is currently no path connected to this overpass on that side of the road. Ballina Road is a heavily trafficked State Highway - Lismore City Council?
(dd)	The project would provide a missing link of footpath that is within 200m of Lismore Public Scholl and link an underpass and traffic lights that enable safe crossing of Ballina Road. Ballina Road is a heavily trafficked State Highway - Lismore City Council?
(ee)	The project would provide a missing link between Hunter Street and Dibbs Street. There is currently no path connected to the underpass on that side of the road. Ballina Road is a heavily trafficked State Highway - Lismore City Council?
(ff)	The project will provide a safe passage for pedestrians to travel along Bangalow Road (B62) which is a key route providing access to Clunes town centre. It will also provide a safe crossing across Bangalow Road (B62) - Lismore City Council?
(gg)	The project would mainly consist of widening of the existing footpath along Union Street to service Lismore's main Industrial Centre and the numerous other businesses along the route. Union St is a heavily trafficked State Highway (SH16) - Lismore City Council?
(hh)	Project would provide a new footpath that connects Bexhill Public School to the existing footpath infrastructure. There is currently no footpath

	infrastructure that exists around Bexhill public School. Bangalow Rd is a State owned high traffic road - Lismore City Council?
(ii)	Construct the continuation of Newbridge Road off-road shared path on the northern side between Holly Ave and Epsom Rd. The works include installation of bicycle lanterns, traffic signal upgrades, service adjustments, line marking and signage - Liverpool City Council?
(jj)	Construct the continuation of Hume Highway off-road shared path on the western side between M5 and Reilly Street. The works include installation of bicycle lanterns, traffic signal upgrades, service adjustments, line marking and signage - Liverpool City Council?
(kk)	Construction of 2.5m Shared User Path (SUP) on the Western side of Governor Macquarie Drive from Newbridge Road to Alfred Road in Chipping Norton. The works will include service adjustments, construction of pram ramps, signage and linemarking - Liverpool City Council?
(ll)	The project will provide a safe passage for cyclist wishing to travel from Maitland to East Maitland. The link also forms part of Maitland's regional cycleway - Maitland City Council?
(mm)	The project will provide a safe passage for cyclist to travel along Woodberry and Melbee Street which is part of a key route providing access to 2 local schools and 2 shopping centres - Maitland City Council?
(nn)	Maitland City Council proposes the construction of a shared path on Lismore Avenue, Telarah. The project will become an exclusive off road cycle route from the Maitland Regional Cycle Route to Telarah Public School and Rutherford - Maitland City Council?
(oo)	The project is for a 2.5m wide shared path of 215m in length along the eastern side of David Street from the school at Smith Street to Old Bar Road. This ensures the students have a safe and smooth pathway to and from school - MidCoast Council?
(pp)	Mosman Council proposes to construct a Shared Zone in Melaleuca Lane near Spit Junction. The project purpose and outcome are to encourage walking and cycling between a B-Line bus interchange and local schools and shops - Mosman Municipal Council?
(qq)	Muswellbrook council proposes the construction of shared user paths of 2.5m totalling a length of 1275m along King, Brecht, and Semillon Streets providing direct access to Muswellbrook High School, Muswellbrook Hospital and connecting to town centre - Muswellbrook Shire Council?
(rr)	Muswellbrook Council proposes the construction of a shared user path with a width of 2.5m and a length of 960m along the east side of Roger St, the west side of Newman st and the south side of Cook street linking to Muswellbrook PS and the CBD - Muswellbrook Shire Council?
(ss)	Narrabri Shire Council proposes the construction of a Shared User Path with a width of 2.5m and total length of 510m along George Street and Mitchell Street Wee Waa. The project will provide a path of travel to a number of key locations in Wee Waa - Narrabri Shire Council?
(tt)	Narrabri Shire Council proposes the construction of a Shared User Path with a width of 2.5m and total length of 940m along Dangar Street, Narrabri. The project will provide a safe passage of travel to a number of key locations in Narrabri - Narrabri Shire Council?

(uu)	City of Newcastle proposes part construction of a 2.5 m wide shared path primarily on the eastern side of Watkins St, from The Junction to Merewether - Newcastle City Council?
(vv)	Streetscape upgrades including:- 220m separated cycleway (940m to the beach) - upgraded pedestrian crossings at two intersections- New pavements, furniture, gardens, trees- New roadworks &- Upgrade of services including lighting, drainage - Newcastle City Council?
(ww)	North Sydney Council proposes construction of a mixed treatment cycle route with a total length of 2150m between the Harbour Bridge and Cremorne. The project will improve safety and access along a key regional route and enable increased cycling uptake - North Sydney Council?
(xx)	North Sydney Council proposes a separated cycle path with width of 3m and length of 140m on the northern side of Ernest Street from Anzac Ave to Warringah Fwy, Cammeray. The project will extend the regional network and connect a local school - North Sydney Council?
(yy)	North Sydney Council proposes a separated cycle path with width of 2.8m and length of 220m on the west side of Young Street, Neutral Bay. The project will extend regional network and enable cycling to employment/retail areas and bus interchanges - North Sydney Council?
(zz)	Shared path (length 270m) along eastern and northern edge of Trafalgar Park, Newport. The project provides a direct connection from Gladstone St shared path (Tier 2 CDBNB) that is currently being constructed to Newport Public School - Northern Beaches Council?
(aaa)	Shared path (length 750m) from Queenscliff to Freshwater. Project will extend the safe off-road network from Manly that is hugely popular for transport cycling. Project forms part of Council Tier 1 regional connection between Manly and Dee Why - Northern Beaches Council?
(bbb)	Shared Path (length 480m) adjacent to Allambie Road and Rodborough Road, Frenchs Forest. The project would complete a missing link between existing shared paths along a proposed Tier 1 Regional Cycling Route - Northern Beaches Council?
(ccc)	Design and construction of a 431m shared path through Wingara Reserve from Haigh Ave, to Glenrose shopping Centre, Belrose - Northern Beaches Council?
(ddd)	Shared Path (length of 620m) along Barrenjoey Road linking Mona Vale Strategic Centre and B-Line interchange with the existing shared path network. The project provides safe cycling facility along the main road corridor - Northern Beaches Council?
(eee)	Orange City Council proposes the construction of new footpath, footbridge and pedestrian crossing facilities on the western side of Molong Road from Burrendong Way to Murphy's Lane - Orange City Council?
(fff)	Orange City Council proposes the construction of footpath and footbridge on the eastern side of Hill Street from Margaret Street to Roselawn Drive - Orange City Council?
(ggg)	Project consists of 220m of 2.5m shared path, including all signage, linemarking, kerb & gutter works, installation of Solar panel lights at key crossing locations, installation of pedestrian refuges & blisters and minor road reconstruction - Parkes Shire Council?
(hhh)	CoP proposes the construction of a separated cycleway 2.8m wide and 650m long in Alfred St between Parramatta Rd and Eleanor St Rosehill. The

	project will provide a safe connection for cyclists to and from the M4 Cycleway, and eventually Duck River - Parramatta City Council?
(iii)	CoP proposes construction of a Shared Path & Boardwalk 4m wide, 675m long along Finlaysons Ck between Mons Rd and Darcy Road in Westmead. It will provide a safe and high amenity path for peds and cycles to access the Hospital and eventually the PVC - Parramatta City Council?
(jii)	CoP proposes the construction of new pedestrian and cyclist bridge over the Parramatta River aligned with Alfred Street. The project will provide a safe and high amenity connection to high quality transport and reduce travel distances by up to 1.5km - Parramatta City Council?
(kkk)	CoP proposes construction of ped/cyclist legs on existing signals at Parramatta Rd-Marsh St along with connecting shared paths along Parramatta Road. It will provide a safe connection between M4 Cycleway/Duck River/Parkline - Parramatta City Council?
(lll)	The below facilities are proposed as part of this project:- A pedestrian refuge island in Barangaroo Rd Continuous footpath treatments in Wentworth Av at the laneways opposite Toongabbie railway station - Footpath and kerb ramps on Cooyong Cr - Parramatta City Council?
(mmm)	Penrith City Council proposes the construction of an off-road shared path, width of 2.5m and total length of 1.2km along northern side of the Great Western Highway, Emu Plains from the corner Brougham Street to Mitchells Pass Knapsack Viaduct - Penrith City Council?
(nnn)	The project will provide a safe connection for pedestrians, cyclists and path users, linking the new school to the Medowie town centre - Port Stephens Council?
(ooo)	Project will provide a new missing link connection for pedestrian and cyclists to reach south casino shopping centre, town, parks and schools from Sextonville Road. This will improve safety and enable the network to be used for commuter use to CBD - Richmond Valley Council?
(ppp)	Shoalhaven City Council proposes to construct another stage of the shared user path project along Matron Porter Dr (between Leo Drive and Bangalow St) providing a strategic pedestrian and cyclist connection between Milton, Mollymook and Narrawallee - Shoalhaven City Council?
(qqq)	Shoalhaven City Council proposes the construction of footpaths on both sides of Hyam Street, Nowra, providing an important link for staff, patients and visitors with safe direct access to the hospital and civic precincts - Shoalhaven City Council?
(rrr)	Following representations from the local State Member it was proposed to improve cycle access to the Cronulla Centre by removing an existing pinch point at Mitchell Road and installing a shared pathway on the eastern side of Elouera Road - Sutherland Shire Council?
(sss)	The construction of a shared pathway that will encourage local residents to consider active transport as a viable and safe alternative to the motor vehicle for short, local trips - Sutherland Shire Council?
(ttt)	Tamworth Regional Council proposes the construction of shared path with width of 2.5m along the Northern side of Kent Street from Duri Road to Goonoo Goonoo Road for a total length of 1800m - Tamworth Regional Council?

(uuu)	Fill missing links in the footpath network on Dry Dock Road, Tweed Heads South. This area has a number of retirement villages and people with disabilities - Tweed Shire Council?
(vvv)	2.5m Shared User Path to fill an important missing link between Kingscliff and Casuarina - Tweed Shire Council
(www)	Construct 190m long footpath on Frances Street between Powell Street and the Tweed River, Tweed Heads - Tweed Shire Council?
(xxx)	Fill missing links in the footpath along Marine Parade, Kingscliff, from Beach Street to Wommin Bay Road. The new footpath section totals 641m - Tweed Shire Council?
(yyy)	Construction of a 290m footpath on Tyalgum Road, Uki, from Mt Warning Hotel to Uki Sporting fields - Tweed Shire Council?
(zzz)	Upper Hunter Shire Council proposes the construction of an on road cycleway 2m wide and 1500m long on the east and west sides of Kelly street through the centre of Scone - Upper Hunter Shire Council?
(aaaa)	The project will provide a safe passage for both pedestrians and cyclists to travel along Plane Avenue which is a key route providing access to both the CBD and Sport Centre - Uralla Shire Council?
(bbbb)	Wagga Wagga Active Travel Plan - Cycling Stage 2. This has 14 links totalling 32.7km of concrete and asphalt shared pathways. It includes 29 refuge crossings and 4 pedestrian bridges - Wagga Wagga City Council?
(cccc)	The project will provide a connected and safe pathway network linking schools, businesses, key sporting and recreational community facilities. This project will promote increased use of the existing pathway system - Walcha Council?
(dddd)	The proposed shared path will consist of a 2.5m wide RC construction situated in the Cassilis and Cowper Streets, Coonabarabran, linking with existing paths in Edwards, Cassilis and John Streets - Warrumbungle Shire Council?
(eeee)	Waverley Council proposes the construction of a shared use path with a total width of 2.5 metres and total length of 260 metres along the western side of Arden Street from Macpherson Street to Varna Street for access to/from Clovelly Public School - Waverley Council Waverley?
(ffff)	Council proposes Paul Street Bike route including new signalised bike / pedestrian crossing, with shared path, ramps and plantings to separate bike /pedestrian use - Waverley Council?
(gggg)	Waverley Council proposes two continuous footpaths at the intersections of Old South Head Road shared path with Paul Street and Bon Accord Avenue. This is part of streetscape upgrade for this major pedestrian route to and from the BJ Strategic Centre - Waverley Council?
(hhhh)	The construction of new, separated, bi-directional bicycle and pedestrian paths along the southern edge of Queens Park adjacent to Darley Road, Randwick - Waverley Council?
(iiii)	Secure Bicycle Shed to be located beneath Syd Einfeld Drive on land currently leased to Wilson Parking and owned by TfNSW. Bike Shed to service Bondi Junction Interchange - Waverley Council?
(jjjj)	465m of 2.5m wide concrete shared pathways within Gol Gol, including the installation of two kerb ramps and a pedestrian island - Wentworth Shire Council?

(kkkk)	The Dubbo Regional Council proposes the construction of a 1.5 metre wide on-road bike lane with a 1 metre sealed shoulder of about 247 metres in length on the west side of Macquarie Street or northbound Macquarie Street in Dubbo - Western Plains Regional Council?
(llll)	Construct 250m pedestrian missing link on Lawrence Hargrave Drive, between the existing pedestrian paths at Clifton School Parade and property #347 Lawrence Hargrave Dr, Clifton - Wollongong City Council?
(mmmm)	Designated Shared Zone (category 2 design) which would include associated signs and line markings with stamped colour pavement treatment. Raised entry and exit treatments, such as speed humps, to be included at each end - Woollahra Municipal Council?

ANSWER

I am advised:

160	<p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 161: Walking and Cycling Program

161	What was the total number of funding applications received for the 2020-2021 Walking and Cycling Program?
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ANSWER

I am advised:

161	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Since the NSW Government first launched its active transport program, Transport for NSW has received hundreds of applications.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p>
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	<p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 162: Walking and Cycling Program

162	What was the total amount of funding requested in the 2020-2021 Walking and Cycling Program?
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ANSWER

I am advised:

162	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>In 2020-21 alone, the total amount budgeted for walking and cycling infrastructure is around \$130 million.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 163: Walking and Cycling Program

163	What was the total number of funding applications received for the 2019-2020 Walking and Cycling Program?
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ANSWER

I am advised:

163	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p>
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	<p>Since the NSW Government first launched its active transport program, Transport for NSW has received hundreds of applications.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 164: Walking and Cycling Program

164	What was the total amount of funding requested in the 2019-2020 Walking and Cycling Program?
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ANSWER

I am advised:

164	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 165: Walking Space Guide

165	What initiatives have Transport for NSW introduced in 2020-2021 to increase the awareness and utilisation of the Walking Space Guide?
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ANSWER

I am advised:

165	The Walking Space Guide is publicly available on the Transport for NSW website.
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	State and local government stakeholders that participated in the development and review of the Walking Space Guide were informed about its release.
	Transport for NSW officials have also presented on the Walking Space Guide at multiple industry forums.

SQ 166: Walking Space Guide

166	What is the total amount of funding spent in the 2019-2020 financial year on developing, publishing, operating, monitoring or evaluating the Walking Space Guide?
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ANSWER

I am advised:

166	Nil.
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SQ 167: Walking Space Guide

167	What is the total amount of funding allocated in the 2020-2021 State Budget on developing, publishing, operating, monitoring or evaluating the Walking Space Guide?
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ANSWER

I am advised:

167	Nil.
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SQ 168: Walking Space Guide

168	How is Transport for NSW measuring the uptake of the Walking Space assessment tool?
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ANSWER

I am advised:

168	Information regarding assessment of the effectiveness of the guide is publicly available on the Transport for NSW website.
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SQ 169: Wollongong Cycling Strategy 2030

169	What has been the total amount spent by the NSW Government funding projects forming part of the Wollongong Cycling Strategy 2030 in 2019-2020?
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ANSWER

I am advised:

169	More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and
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	<p>cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 170: Wollongong Cycling Strategy 2030

170	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Wollongong Cycling Strategy 2030?
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ANSWER

I am advised:

170	<p>More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.</p>
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SQ 171: Roads- Austroad compliance

171	What failures of compliance with Austroad standards with respect to pedestrian and cyclist safety or use have been identified to date with each of the following projects:
(a)	WestConnex M4-M5 Rozelle interchange?
(b)	Sydney CBD and Eastern Suburbs Light Rail?
(c)	Newcastle Light Rail?
(d)	Parramatta Light Rail?

ANSWER

I am advised:

171	
(a)	Despite tight constraints throughout the Rozelle Interchange project, the detailed design process has been able to minimise non-compliances to Austroad standards for pedestrian and cyclists.
(b)	There were no issues identified regarding non-compliance with Austroad standards on the CBD and South East Light Rail project.
(c)	There were no issues identified regarding non-compliance with Austroad standards on the Newcastle Light Rail project.
(d)	Major construction on the Parramatta Light Rail is currently underway, and is expected to open in 2023. Detailed design is being developed in accordance to Austroad standards.

SQ 172: Roads- Austroad compliance

172	In 2019-2020, what was the total amount of money expended to rectify issues with the following projects as a result of non-compliance with Austroad standards pertaining to pedestrian and cyclist safety and use:
(a)	WestConnex M4-M5 Rozelle interchange?
(b)	Sydney CBD and Eastern Suburbs Light Rail?
(c)	Newcastle Light Rail?
(d)	Parramatta Light Rail?

ANSWER

I am advised:

172	
(a)	The design and construct delivery contractor has incorporated costs associated with addressing minor non-compliances into the overall contract cost.
(b)	There were no issues identified regarding non-compliance with Austroad standards on the CBD and South East Light Rail project.
(c)	There were no issues identified regarding non-compliance with Austroad standards on the Newcastle Light Rail project.
(d)	Major construction on the Parramatta Light Rail is currently underway, and is expected to open in 2023. Detailed design is being developed in accordance to Austroad standards.

SQ 173: Roads- Austroad compliance

173	In 2020-2021, what is the total amount of funding allocated to rectify issues with the following projects as a result of non-compliance with Austroad standards pertaining to pedestrian and cyclist safety and use:
(a)	WestConnex M4-M5 Rozelle interchange?
(b)	Sydney CBD and Eastern Suburbs Light Rail?
(c)	Newcastle Light Rail?
(d)	Parramatta Light Rail?

ANSWER

I am advised:

173	
(a)	The design and construct delivery contractor has incorporated costs associated with minor non-compliances into the overall contract cost.
(b)	There were no issues identified regarding non-compliance with Austroad standards on the CBD and South East Light Rail project.
(c)	There were no issues identified regarding non-compliance or failure of compliance with Austroad standards on the Newcastle Light Rail project.
(d)	Major construction on the Parramatta Light Rail is currently underway, and is expected to open in 2023. Detailed design is being developed in accordance to Austroad standards.

SQ 174: Centre for Road Safety

174	What was the total amount expended in the 2019-2020 financial year on the Centre for Road Safety?
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ANSWER

I am advised:

174	In 2019-2020 the total expenditure from the Community Road Safety Fund was \$344 million against a budget allocation of \$373 million. This reflects that some projects had to be deferred due to the impact of bushfires and COVID-19.
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SQ 175: Centre for Road Safety

175	What is the total amount allocated in the 2020-2021 State Budget to the Centre for Road Safety?
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ANSWER

I am advised:

175	\$647.9 million in 2020/21 to continue NSW and Australian Government investment to improve road safety in NSW and to deliver the actions outlined in the NSW Road Safety Plan 2021.
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SQ 176: Centre for Road Safety

176	As of 30 June 2019, what was the total number of FTE staff employed by the Centre for Road Safety?
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ANSWER

I am advised:

176	The Transport Cluster has over 25,000 employees that work on a variety of matters.
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SQ 177: Centre for Road Safety

177	As of 30 June 30 (sic), what was the total number of FTE staff employed by the Centre for Road Safety?
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ANSWER

I am advised:

177	The Transport Cluster has over 25,000 employees that work on a variety of matters.
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SQ 178: Centre for Road Safety

178	As of 25 February 2021, what is the total number of FTE staff employed by the Centre for Road Safety?
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ANSWER

I am advised:

178	The Transport Cluster has over 25,000 employees that work on a variety of matters.
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SQ 179: Centre for Road Safety

179	In the past two calendar years, did the Centre for Road Safety partner with any community organisations to design or deliver a road safety campaign? If so, which organisations and which campaigns?
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ANSWER

I am advised:

179	<p>Transport for NSW supports and collaborates with a range of road safety partners including community organisations, road safety advocates and sporting organisations to deliver campaigns and education programs.</p> <p>Campaign partnerships over the past two calendar years have included:</p> <ul style="list-style-type: none"> • Motorcycle Council of NSW – promotion of the ‘Ride to Live’ and ‘Roads we Ride’ campaigns, promotion of MotoCAP (Motorcycle Clothing Assessment Program) and support of Motorcycle Awareness Month • Kidsafe – annual partnership for child restraint education and promotion of road safety messaging for families of zero to five year olds • Pedestrian Council of Australia – annual sponsorship and media promotion of Walk Safely to School Day • Bicycle NSW – sponsorship of the Spring Cycle event and collaboration on the development of ‘Go Together’ social media content • SARAH Group – national coordination of National Road Safety Week in 2020 and organisation of NSW events and media promotion in 2019 to promote the ‘Towards Zero’ campaign • Georgina Josephine Foundation – received four Community Road Safety Grants to deliver ‘Keeping Kids Safe Around Vehicles’ radio advertising • Little Blue Dinosaur Foundation – received a Community Road Safety Grant to support its ‘Holiday Time’ campaign to keep children safe on holidays
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	<ul style="list-style-type: none"> • Surfing NSW – received a Community Road Safety Grant to support its ‘No text while you drive’ campaign at surfing events and through social media • Cricket NSW and ANZ Stadium partnerships – promoting the ‘What’s your Plan B? If you’re drinking don’t drive’ message • Sydney Swans – partnership promoting the ‘Get your hand off it’ mobile phone distraction message • Western Sydney Wanderers – partnership promoting the speeding ‘Slow down’ message and ‘Towards Zero’ • The Knock-On Effect – a partnership with NSW Rugby League in an effort to save more lives on country roads, promoting the Knock-On Effect message <p>Transport for NSW also supports the involvement of many other community organisations across NSW in road safety campaigns through its funding of almost 80 Road Safety Officers (RSOs) in local councils.</p> <p>Transport for NSW supplies RSOs with campaign toolkits to support their partnerships with local groups and extend the reach of road safety campaigns through channels including media promotion, community engagement and social media.</p> <p>Regional Transport for NSW teams also use campaign creative toolkits to work with community groups and other stakeholders to deliver local marketing campaigns and achieve deeper engagement and shared conversations across the wider community.</p>
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SQ 180: COVID-19: pedestrian initiatives

180	What was the total cost of automating pedestrian crossings in the 2019-2020 financial year as a COVID-19 safety measure?
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ANSWER

I am advised:

180	<p>The NSW Government remains absolutely committed to ensuring the health and safety of the community as it continues to respond to the COVID-19 pandemic.</p> <p>The cost to introduce automatic pedestrian operation at 268 sets of traffic signals was \$189,000. This includes system level changes as well as installing signs and hard plastic push button covers that retain audio-tactile capability for vision and hearing impaired customers.</p>
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SQ 181: COVID-19: pedestrian initiatives

181	How many crossings were newly automated as part of the health response?
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ANSWER

I am advised:

181	<p>The NSW Government remains absolutely committed to ensuring the health and safety of the community as it continues to respond to the COVID-19 pandemic.</p> <p>268 sites were converted to 24 hour automated operation. The arrangement already existed at 211 of these sites in the Sydney CBD but only during peak periods.</p>
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SQ 182: COVID-19: pedestrian initiatives

182	How many of these newly automated pedestrian crossings will remain automated beyond the COVID-19 pandemic?
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ANSWER

I am advised:

182	The NSW Government will update the community as soon as we have more to say.
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SQ 183: COVID-19: pedestrian initiatives

183	What is the total budget allocated in the 2020-2021 financial year to automatic pedestrian crossings as a COVID-19 safety measure?
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ANSWER

I am advised:

183	<p>The NSW Government remains absolutely committed to ensuring the health and safety of the community as it continues to respond to the COVID-19 pandemic.</p> <p>The NSW Government will ensure that Transport for NSW has all necessary funds required to operate and maintain automated pedestrian crossings as part of our response to the COVID-19 pandemic.</p>
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SQ 184: Food delivery workers

184	In the 2020-2021 State Budget, has the NSW Government allocated funds towards a dedicated education campaign promoting safe motorist behaviour around food delivery workers travelling by bicycle or motorbike? If not, why not? If yes, what is the total amount allocated?
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ANSWER

I am advised:

184	The NSW Government is committed to making the roads safer for all road users, including food delivery riders (cyclists and motorcyclists) and has announced the establishment of a Taskforce led by SafeWork NSW and Transport for NSW.
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	<p>As part of the activities from the Taskforce, Transport for NSW is boosting social media posts and updating website content on cyclist safety with new information including specific creative, messaging and safety tips for food delivery cyclists. The taskforce will deliver its recommendations to Government in April 2021.</p> <p>Safe driving behaviours are required for sharing the road with any type of bicycle or motorcycle rider, not just those who are delivering food. As such, campaigns continue to promote safety for all bicycle riders and all road users.</p> <p>In 2020/21 existing campaigns aimed at drivers, such as the 'Go Together' campaign, are being promoted by Transport for NSW on social media. These posts remind drivers they must provide bicycle riders with the minimum passing distance. They also highlight the importance of sharing the road to keep everyone safe. A recent minimum passing distance graphic reached nearly 500,000 people and had over 20,000 engagements.</p> <p>A post reminding drivers to check their blind spots for motorcyclists reached 118,000 people and had nearly 12,000 engagements.</p> <p>In total, \$46,000 was spent promoting bicycle safety on Facebook in 2020/21.</p>
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SQ 185: Food delivery workers

185	Does the Minister support the mandatory provision of personal protective equipment for food delivery workers who travel by bicycle or motorbike?
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ANSWER

I am advised:

185	I look forward to receiving the advice of the Gig Economy Joint Taskforce which was established to investigate recent deaths of food delivery riders and identify safety improvements for the industry.
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SQ 186: Food delivery workers

186	What specific action has the Centre for Road Safety taken to improve road safety for food delivery workers since the recent tragic deaths?
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ANSWER

I am advised:

186	<p>On 24 November 2020, the NSW Government established an investigative taskforce led by SafeWork NSW, the State's workplace health and safety regulator, and Transport for NSW to examine whether any avoidable risks contributed to the recent fatalities.</p> <p>The taskforce will also assess the safety measures each operator has in place to determine if improvements need to be made to enhance safety in</p>
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	<p>this industry. Further, SafeWork NSW will investigate each incident and identify immediate improvements or compliance to better protect riders.</p> <p>Transport for NSW is working to increase the availability of tailored road safety information for food delivery riders and the platforms they work for. This includes updating website content, creating flyers and factsheets, and developing paid social media posts to raise awareness and increase understanding of road safety issues for food delivery riders.</p> <p>Planning is also underway to develop a new campaign focused on bicycle safety which will address both bicycle rider and driver behaviours, and include consideration of food delivery riders.</p> <p>Using the NSW Road Safety Facebook page, Transport for NSW has been running a social media campaign addressing key behavioural and safety issues related to bicycle riding, to improve safety by making motorists and riders more aware. A 'food delivery rider' post reached 114,000 people and had attracted 11,000 engagements (reactions and comments).</p> <p>Through this campaign, Transport for NSW has also reminded drivers of the minimum passing distance rule and the importance of following the road rules to keep everyone safe. A minimum passing distance animation reached more than 442,000 people and had nearly 20,000 engagements (reactions and comments). These communications promote the message that the road is there to share and encourages motorists to always check their blind spots for bicycle riders.</p> <p>The NSW Road Safety Facebook page has more than 200,000 followers, reaches an average of 1.2 million people per week and has a very engaged audience with an average of 88,000 page engagements (reactions and comments) per week.</p>
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SQ 187: Food delivery workers

187	What programs or initiatives has the NSW Government budgeted to improve safety for food delivery workers since the recent tragic deaths?
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ANSWER

I am advised:

187	The new taskforce will assess the safety measures each operator has in place to determine if improvements need to be made to enhance safety in this industry. Further, SafeWork NSW will investigate each incident and identify immediate improvements or compliance to better protect riders.
-----	--

SQ 188: Food delivery workers

188	What specific modifications have been made to roads or transport infrastructure since the recent tragic deaths of food delivery workers on NSW roads?
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ANSWER

I am advised:

188	I refer you to the answers to Supplementary Questions 186 and 187.
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SQ 189: Food delivery workers

189	What has been the total cost of these works?
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ANSWER

I am advised:

189	I refer you to the answers to Supplementary Questions 184, 186 and 187.
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SQ 190: Footpaths

190	What is the total amount expended in 2019-2020 by the NSW State Government on the construction of new footpaths across NSW?
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ANSWER

I am advised:

190	This is a matter for the Minister for Local Government.
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SQ 191: Footpaths

191	What is the total amount expended in 2019-2020 by the NSW State Government on the repair of existing footpaths across NSW?
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ANSWER

I am advised:

191	This is a matter for the Minister for Local Government.
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SQ 192: Footpaths

192	What is the total amount allocated in the 2020-2021 State Budget for the construction of new footpaths across NSW?
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ANSWER

I am advised:

192	This is a matter for the Minister for Local Government.
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SQ 193: Footpaths

193	What is the total amount allocated in the 2020-2021 State Budget for the NSW State Government on the repair of existing footpaths across NSW?
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ANSWER

I am advised:

193	This is a matter for the Minister for Local Government.
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SQ 194: Great Western Highway Upgrade

194	What investigations have been taken by Transport for NSW to improve cyclist and pedestrian safety at Faulconbridge following the concerns raised by the Blue Mountains Cycling Safety Forum?
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ANSWER

I am advised:

194	This is a matter for the Minister for Regional Transport and Roads.
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SQ 195: Great Western Highway

195	What specific initiatives are being proposed by Transport for NSW to improve cyclist and pedestrian safety along the length of the Great Western Highway?
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ANSWER

I am advised:

195	This is a matter for the Minister for Regional Transport and Roads.
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SQ 196: Great Western Highway Upgrade

196	What is the total amount of funding spent by Transport for NSW to improve pedestrian and cyclist safety as part of the Great Western Highway Upgrade in 2019-2020?
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ANSWER

I am advised:

196	This is a matter for the Minister for Regional Transport and Roads.
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SQ 197: Great Western Highway Upgrade

197	What is the total amount of funding allocated in the 2020-2021 State Budget to improve pedestrian and cyclist safety as part of the Great Western Highway Upgrade?
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ANSWER

I am advised:

197	This is a matter for the Minister for Regional Transport and Roads.
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SQ 198: Great Western Highway Upgrade

198	How much money was specifically spent in 2020-2021 to improve cyclist and pedestrian safety on the Great Western Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge?
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ANSWER

I am advised:

198	This is a matter for the Minister for Regional Transport and Roads.
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SQ 199: Great Western Highway Upgrade

199	In 2020-2021, what is the total amount of money spent to resurface the Great Western Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge, as a means to repair the dangerous slip hazard for cyclists caused by the original resurfacing?
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ANSWER

I am advised:

199	This is a matter for the Minister for Regional Transport and Roads.
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SQ 200: Great Western Highway Upgrade

200	What money has been allocated in the 2020-2021 State Budget to design, plan and construct additional pathways adjacent to the Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge?
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ANSWER

I am advised:

200	This is a matter for the Minister for Regional Transport and Roads.
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SQ 201: Heavy Vehicle Safety

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

I am advised:

201	<p>All new vehicles supplied to the Australian market must comply with the minimum safety standards specified in the Commonwealth <i>Motor Vehicles Standards Act 1989</i>, including the Australian Design Rules (ADRs). ADRs are national construction and performance standards administered by the Commonwealth Department of Infrastructure, Regional Development and Communication. <i>The Motor Vehicle Standards Act 1989</i> applies a nationally consistent approach by preventing jurisdictions from applying more stringent local supply standards than the national standards.</p> <p>In NSW, the National Heavy Vehicle Regulator is responsible for regulating the heavy vehicle industry under the heavy vehicle national law. The heavy vehicle national law prescribes requirements about the standards heavy vehicles must meet before they can use the roads.</p> <p>Currently, there are no mandatory requirements through the ADRs to have side underrun protection and blind spot systems fitted or to have high</p>
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	<p>visibility cabins to vehicles supplied to the Australian market. Federal law takes precedence over NSW law and it is difficult for the NSW Government to mandate an item not required under national law. However, this does not prevent in-service implementation of productivity or safety initiatives.</p> <p>Transport for NSW recognises the importance of these and other safety features in reducing the risks heavy vehicles pose to pedestrians and other vulnerable road users and actively promotes a range of non-mandatory safety features proven to contribute to reducing the number and severity of crashes. Information about the benefits of these safety features and how they operate can be found on the website including the May 2020 release of the 'Safety features and technologies for heavy vehicles' publication.</p> <p>Transport for NSW is looking at ways to increase the uptake of safety features in heavy vehicles used on Transport-related sites.</p> <p>The NSW Government launched the 'Be Truck Aware' campaign to address the risks from increased truck movements as a result of construction work across Greater Metropolitan Sydney. The campaign aims to prevent road crashes and potential fatalities by encouraging desired behaviours when travelling around trucks from drivers and vulnerable road users including pedestrians, bicycle riders and motorcycle riders.</p> <p>Transport for NSW has engaged with the heavy vehicle industry and is currently trialling the use of Fresnel lens. The lens provides heavy vehicle drivers with improved visibility and study results from the United Kingdom suggest that the lens eliminated between 78 and 90 per cent of the nearside blind spot on a heavy vehicle.</p>
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SQ 202: Heavy Vehicle Safety

202	What actions has Transport for NSW taken to improve heavy vehicle safety to better protect pedestrians and cyclists?
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ANSWER

I am advised:

202	<p>Heavy vehicle safety is a key focus of the NSW Road Safety Strategy 2012–2021.</p> <p>Transport for NSW collaborates closely with the heavy vehicle industry to deliver significant safety improvements to all road users and the community. Information on a variety of programs including education, enforcement and information is available on the Centre for Road Safety website.</p>
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SQ 203: Learner drivers' permits

203	Is knowledge regarding the safety of pedestrians and cyclists tested in the Learner Drivers' knowledge test or subsequent drivers' licenses examinations?
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ANSWER

I am advised:

203	<p>The Driver Knowledge Test must be passed in order to obtain a Learner licence. From a pool of 79 questions there are:</p> <ul style="list-style-type: none">• 12 questions relating to safety around bicycle riders• 39 questions relating to pedestrian safety. <p>The Hazard Perception Test must be passed by a Learner driver before attempting the driving test. This includes a number of scenarios which test the applicant's ability to recognise and respond to pedestrians and bicycle riders.</p>
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SQ 204: Learner drivers' permits

204	<p>In a randomised knowledge test, is it currently mandatory for questions related to pedestrian or cyclist safety to be included?</p>
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ANSWER

I am advised:

204	<p>The Driver Knowledge Test includes quotas for questions relating to pedestrian safety.</p> <p>Of the 30 questions asked in relation to road safety, at least two questions must relate to pedestrian safety. There is also potential for a further 16 questions related to pedestrian and cyclist safety available for random selection as part of this section.</p> <p>15 general knowledge questions are asked out of a pool of 79 questions. Of these, there is potential for five questions relating to pedestrian and cyclist safety to be randomly selected.</p>
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SQ 205: Learner drivers' permits

205	<p>Is the Government considering making knowledge regarding the safety of pedestrians and cyclists mandatory in randomised knowledge tests for drivers' licenses?</p>
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ANSWER

I am advised:

205	<p>Questions on pedestrian safety are already mandatory in the Driver Knowledge Test.</p> <p>Of the 30 questions asked in relation to road safety, at least two questions must relate to pedestrian safety. There is also potential for a further 16 questions related to pedestrian and cyclist safety available for random selection as part of this section.</p> <p>15 general knowledge questions are asked out of a pool of 79 questions. Of these, there is potential for five questions relating to pedestrian and cyclist safety to be randomly selected.</p>
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SQ 206: Pedestrian accidents and hospitalisations

206	How many accidents involving pedestrians were recorded in 2019-2020?
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ANSWER

I am advised:

206	<p>There were 1,035 crashes involving pedestrians reported to Police on NSW roads for the financial year 2019-20*.</p> <p>*2020 data is preliminary and subject to change</p>
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SQ 207: Pedestrian accidents and hospitalisations

207	How many accidents involving pedestrians have been recorded between 1 July 2020 and 25 February 2021?
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ANSWER

I am advised:

207	<p>There were 411 crashes involving pedestrians reported to Police on NSW roads between 1 July 2020 and 25 February 2021*.</p> <p>*2020 and 2021 data is preliminary and subject to change. Non-fatal crash data typically has a reporting lag. Hospital admission data is not yet available for the financial year 2020-21.</p>
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SQ 208: Pedestrian accidents and hospitalisations

208	In 2019-2020 and to date in 2020-2021, how many of these incidents have been reported by pedestrians?
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ANSWER

I am advised:

208	<p>Hospitalisations from road crashes are recorded from NSW Health information.</p> <p>Of the 859 pedestrians admitted to a hospital from injuries sustained in a road crash, in the financial year 2019-20, 437 (51 per cent) were matched to a Police reported crash.</p> <p>This information is publicly available on the Transport for NSW website.</p> <p>Hospital admission data is not yet available for the financial year 2020-21.</p> <p>*2020 data is preliminary and subject to change</p>
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SQ 209: Pedestrian accidents and hospitalisations

209	Does the Centre for Road Safety record the number of pedestrian hospitalisations each year? If so, how many pedestrians have been hospitalised in 2019-2020 and to date in 2020-2021?
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ANSWER

I am advised:

209	Hospitalisations from road crashes are recorded from NSW Health information. This information is publicly available on the Transport for NSW website. Hospital admission data is not yet available for the financial year 2020-21.
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SQ 210: School road safety

210	What was the total amount spent by Transport for NSW to the Road Safety Education program in 2019-2020?
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ANSWER

I am advised:

210	Transport for NSW spent \$5 million on the Road Safety Education Program in 2019-2020.
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SQ 211: School road safety

211	What is the total amount Transport for NSW has allocated to the budget of the Road Safety Education program in 2020-2021?
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ANSWER

I am advised:

211	About \$5 million has been allocated to the Road Safety Education program in 2020-2021.
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SQ 212: School road safety

212	What is the total number of FTE Road Safety Education Officers currently employed by Transport for NSW?
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ANSWER

I am advised:

212	There are currently 22 full-time equivalent (FTE) Road Safety Education Officers/Consultants/Advisors funded by Transport for NSW, employed by the education and early childhood sectors.
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SQ 213: School road safety

213	How many FTE Road Safety Education Officer positions are currently unfilled?
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ANSWER

I am advised:

213	There are currently four unfilled full-time equivalent (FTE) Road Safety Education Officers/ Consultants/Advisors across the education sectors.
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SQ 214: School road safety

214	What role do Road Safety Education Officers play in the design of road safety arrangements around new schools in greenfield developments?
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ANSWER

I am advised:

214	Road Safety Education Officers/Consultants/Advisors are employed as curriculum and school policy advisors. They play no role in the design of road safety arrangements around new schools in greenfield developments.
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SQ 215: School road safety

215	What is the total ratio of Road Safety Education Officers to schools in NSW?
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ANSWER

I am advised:

215	The total ratio of Road Safety Education Officers/Consultants/Advisors to schools in NSW is one (1) to 141.
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SQ 216: School road safety

216	What is the total amount spent on road safety improvements around NSW schools in 2019-2020?
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ANSWER

I am advised:

216	The total amount spent around all NSW schools cannot be provided as many of the roads around schools are local roads under the care and control of local government.
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SQ 217: School road safety

217	What is the total amount allocated to road safety improvements around NSW schools in 2020-2021?
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ANSWER

I am advised:

217	Following the announcement by the NSW and Australian Governments on 4 March 2021, the NSW Government is upgrading line markings and pedestrian infrastructure at a number of NSW rural and urban schools. Funding includes \$30.26 million from the NSW Government and \$59.86 million from the Federal government in 2020-21.
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SQ 218: School road safety

218	As of 25 February 2021, to date what is the total amount spent on road safety improvements around NSW schools in 2020-2021?
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ANSWER

I am advised:

218	The total amount spent around all NSW schools cannot be provided as many of the roads around schools are local roads under the care and control of local government.
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SQ 219: School road safety

219	What is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in 2019-2020?
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ANSWER

I am advised:

219	In 2019-2020, the total amount spent on line markings, including dragon's teeth, around schools was approximately \$7.1 million.
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SQ 220: School road safety

220	What is the total amount allocated to renewing line markings such as dragon's teeth around NSW schools in 2020-2021?
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ANSWER

I am advised:

220	The budget for line markings, including dragon's teeth, around schools, is approximately \$8.5 million in 2020-2021.
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SQ 221: School road safety

221	As of 25 February 2021, to date what is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in 2020-2021?
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ANSWER

I am advised:

221	The amount spent in 2020-21 to date (as of late February 2021) on maintaining line markings near schools is approximately \$5.7 million.
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SQ 222: School road safety

222	What is the total amount spent on maintaining school zone flashing lights around NSW schools in 2019-2020?
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ANSWER

I am advised:

222	Transport for NSW spent about \$5.1 million on school zone flashing lights maintenance in 2019-2020.
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SQ 223: School road safety

223	What is the total amount allocated to maintaining school zone flashing lights around NSW schools in 2020-2021?
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ANSWER

I am advised:

223	The total amount allocated to maintaining school zone flashing lights around NSW schools in 2020-2021 is about \$5.5 million.
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SQ 224: School road safety

224	As of 25 February 2021, to date what is the total amount spent on maintaining school zone flashing lights around NSW schools in 2020-2021?
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ANSWER

I am advised:

224	As of 25 February 2021, about \$2.7 million has been spent on maintaining school zone flashing lights around NSW schools.
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SQ 225: School road safety

225	What is the total amount spent on upgrading pedestrian crossings around NSW schools in 2019-2020?
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ANSWER

I am advised:

225	About \$7.1 million was spent in 2019-20 on line markings, including pedestrian crossings, on state and regional roads near schools.
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SQ 226: School road safety

226	What is the total amount allocated to upgrading pedestrian crossings around NSW schools in 2020-2021?
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ANSWER

I am advised:

226	The budget for line markings, including pedestrian crossings, around schools, is approximately \$8.5 million in 2020-2021.
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SQ 227: School road safety

227	As of 25 February 2021, to date what is the total amount spent on upgrading pedestrian crossings around NSW schools in 2020-2021?
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ANSWER

I am advised:

227	The amount spent in 2020-21 to date (as of late February 2021) on line markings near schools, including pedestrian crossings, is approximately \$5.7 million.
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SQ 228: School road safety

228	What is the total amount spent on employing crossing supervisors for NSW schools in 2019-2020?
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ANSWER

I am advised:

228	\$15.9 million.
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SQ 229: School road safety

229	What is the total amount allocated to employing crossing supervisors for NSW schools in 2020-2021?
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ANSWER

I am advised:

229	\$19.9 million.
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SQ 230: School road safety

230	As of 25 February 2021, to date what is the total amount spent on employing crossing supervisors for NSW schools in 2020-2021?
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ANSWER

I am advised:

230	\$11.5 million. This is actual cost as at the end of February 2021. There is no separate report as of 25 February 2021.
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SQ 231: School road safety

231	What is the total amount spent on hiring new crossing supervisors for NSW schools in 2019-2020?
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ANSWER

I am advised:

231	The total amount spent for 2019-2020 was \$15.9 million across the program.
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SQ 232: School road safety

232	What is the total amount allocated to hiring new crossing supervisors for NSW schools in 2020-2021?
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ANSWER

I am advised:

232	The total amount budgeted for 2020-2021 is \$19.9 million across the program.
-----	---

SQ 233: School road safety

233	As of 25 February 2021, to date what is the total amount spent on hiring new crossing supervisors for NSW schools in 2020-2021?
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ANSWER

I am advised:

233	\$11.5 million. This is actual costs as at the end of the month of February 2021. There is no separate report as of 25 February 2021.
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SQ 234: School road safety

234	In each of the following months, how many new crossing supervisors were hired:
(a)	June 2020?
(b)	July 2020?
(c)	August 2020?
(d)	September 2020?
(e)	October 2020?
(f)	November 2020?
(g)	December 2020?
(h)	January 2021?
(i)	February 2021?

ANSWER

I am advised:

234	
(a)	21
(b)	20
(c)	21
(d)	26
(e)	22
(f)	31
(g)	20
(h)	4
(i)	This information is not yet available.

SQ 235: School road safety

235	In each of the following months, what was the total number of crossing supervisors employed by Transport for NSW across the State:
(a)	June 2020?
(b)	July 2020?
(c)	August 2020?
(d)	September 2020?
(e)	October 2020?
(f)	November 2020?
(g)	December 2020?
(h)	January 2021?
(i)	February 2021?

ANSWER

I am advised:

235	
(a)	1107
(b)	1127
(c)	1148
(d)	1174
(e)	1196
(f)	1227
(g)	1247
(h)	1251
(i)	This information is not yet available.

SQ 236: School road safety

236	As of 25 February 2021, how many of the total number of crossing supervisors were employed in:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

236	The School Crossing Supervisor Program captures information by Local Government Area and Transport for NSW Local Council Boundaries. This information is publicly available on the Transport for NSW website.
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SQ 237: School road safety

237	As of 25 February 2021, how many NSW schools do not have at least one crossing supervisor?
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ANSWER

I am advised:

237	Transport for NSW does not hold this information.
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SQ 238: School road safety

238	As of 25 February 2021, how many schools in each of the following regions do not have at least one crossing supervisor:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

238	Transport for NSW does not retain this information.
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SQ 239: School road safety

239	In 2019-2020, how many schools applied for a crossing supervisor? 64. How many schools to date in 2020-2021 have applied for a crossing supervisor? 65. In 2019-2020, how many schools applied for a crossing supervisor and were rejected?
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ANSWER

I am advised:

239	In 2019-2020, 89 schools applied for a crossing supervisor. 165 schools to date in 2020-2021, have applied for a crossing supervisor. Zero applications by schools for a crossing supervisor in 2019-20 were rejected.
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SQ 240: School road safety

240	How many schools to date in 2020-2021 have applied for a crossing supervisor and were rejected?
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ANSWER

I am advised:

240	<p>A total of 165 applications have been received since July 2020 to date.</p> <p>106 of these applications have been assessed and have been successful in receiving a School Crossing Supervisor as part of the Governments election commitment.</p> <p>Three applications have not been successful as they did not meet the current criteria for a School Crossing Supervisor.</p> <p>56 applications are currently being assessed.</p>
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SQ 241: Sydney Harbour Bridge Cycleway

241	When is a concept design for the Sydney Harbour Bridge Cycleway due?
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ANSWER

I am advised:

241	<p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the community and cyclises to work together to achieve the best outcome for the community.</p> <p>Transport for NSW is taking the time to get the designs right. The NSW Government will update the community as soon as we have more to say.</p>
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SQ 242: Sydney Harbour Bridge Cycleway

242	Why has it taken over three years for the Government to offer concept designs since the release of the November 2017 Options Report?
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ANSWER

I am advised:

242	<p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the</p>
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	<p>community and cyclises to work together to achieve the best outcome for the community.</p> <p>Transport for NSW is taking the time to get the designs right. The NSW Government will update the community as soon as we have more to say.</p>
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SQ 243: Sydney Harbour Bridge Cycleway

243	What has been the total amount expended by the NSW Government on consultation, planning, design and delivery for the Sydney Harbour Bridge Cycleway since 2011?
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ANSWER

I am advised:

243	<p>Thanks to the NSW Government’s strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government’s total investment to around \$1.1 billion – the largest commitment in the State’s history.</p> <p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the community and cyclises to work together to achieve the best outcome for the community.</p>
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SQ 244: Sydney Harbour Bridge Cycleway

244	What has been the total amount expended by the NSW Government in 2019-2020 on consultation, planning, design and delivery for the Sydney Harbour Bridge Cycleway?
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ANSWER

I am advised:

244	<p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the community and cyclises to work together to achieve the best outcome for the community.</p> <p>Thanks to the NSW Government’s strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW</p>
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	<p>Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Transport for NSW is taking the time to get the designs right. The NSW Government will update the community as soon as we have more to say.</p>
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SQ 245: Sydney Harbour Bridge Cycleway

245	What is the total amount allocated by the NSW Government in the 2020-2021 State Budget on consultation, planning, design and delivery for the Sydney Harbour Bridge Cycleway?
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ANSWER

I am advised:

245	<p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the community and cyclists to work together to achieve the best outcome for the community.</p> <p>Thanks to the NSW Government's strong economic management, approximately \$710 million will be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.1 billion – the largest commitment in the State's history.</p> <p>Transport for NSW is taking the time to get the designs right. The NSW Government will update the community as soon as we have more to say.</p>
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SQ 246: Sydney Harbour Bridge Cycleway

246	What options were considered to divert cyclists due to the redevelopment of Fort Street Public School?
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ANSWER

I am advised:

246	This is a matter for the Minister for Education and Early Childhood Learning.
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SQ 247: Sydney Harbour Bridge Cycleway

247	What is the total anticipated cost of constructing a temporary cycleway on parts of Kent and Argyle streets, Millers Point?
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ANSWER

I am advised:

247	This is a matter for the Minister for Education and Early Childhood Learning.
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SQ 248: Sydney Harbour Bridge Cycleway

248	Why is the Government not using a portion of the incident response vehicle bay to assist with safely diverting cyclists?
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ANSWER

I am advised:

248	This is a matter for the Minister for Education and Early Childhood Learning.
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SQ249: Sydney Harbour Bridge Cycleway

249	Has the Government modelled the cost of using a portion of the incident response vehicle bay to assist with safely diverting cyclists? What is the cost of pursuing this option?
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ANSWER

I am advised:

249	This is a matter for the Minister for Education and Early Childhood Learning.
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SQ 250: Sydney Harbour Bridge Cycleway

250	Why is the Government refusing to fast-track the delivery of the southern leg of the Harbour Bridge cycleway?
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ANSWER

I am advised:

250	<p>Your question proceeds on a false premise.</p> <p>The NSW Government remains absolutely committed to delivering cycling access improvements at both the northern and southern ends of the Sydney Harbour Bridge.</p> <p>Delivering a cycleway that integrates with such an iconic asset is complicated. It requires the NSW Government, local councils, the community and cyclists to work together to achieve the best outcome for the community.</p> <p>Transport for NSW is taking the time to get the designs right. The NSW Government will update the community as soon as we have more to say.</p>
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SQ 251: New Intercity Fleet

251	When will the New Intercity Fleet start operating on the South Coast line?
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ANSWER

I am advised:

251	The New Intercity Fleet trains are being tested on the South Coast Line (all the way to Kiama), Central Coast and Newcastle Line (all the way to Newcastle Interchange), and on the Blue Mountains Line (all the way to
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	<p>Lithgow). Once extensive testing and commissioning activities have been completed, the new trains are expected to be ready for customers, starting with the Central Coast and Newcastle Line.</p> <p>A timeline for when the trains will start operating on the Blue Mountains and South Coast lines will be determined after more trains are delivered and further testing completed.</p>
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SQ 252: New Intercity Fleet

252	How much money has the Government spent on testing and commissioning the New Intercity Fleet for the South Coast Line in 2020/21?
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ANSWER

I am advised:

252	<p>Testing and commissioning of the New Intercity Fleet is a deliverable of RailConnect – the consortium responsible for designing, building and maintaining the new fleet.</p> <p>RailConnect costs are Commercial in Confidence.</p> <p>Testing and commissioning costs for all new New Intercity Fleet trains on all lines, are wholly included within the contract value of \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years.</p>
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SQ 253: New Intercity Fleet

253	What specifically have those funds been spent on?
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ANSWER

I am advised:

253	<p>Testing and commissioning of the New Intercity Fleet is a deliverable of RailConnect – the consortium responsible for designing, building and maintaining the new fleet.</p> <p>RailConnect costs are Commercial in Confidence.</p> <p>Testing and commissioning costs for all new New Intercity Fleet trains on all lines, are wholly included within the contract value of \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years.</p>
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SQ 254: South Coast Rail Line

254	On what date will New Intercity Fleet carriages commence operating on the South Coast Line?
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ANSWER

I am advised:

254	I refer you to the answer to Supplementary Question 251.
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SQ 255: South Coast Rail Line

255	Will the extension of platforms on the South Coast Line be delivered on time and on budget? If so, by what date will all platform work be completed?
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ANSWER

I am advised:

255	The extension of platforms on the South Coast Line will be delivered in time for commencement of operation of the New Intercity Fleet.
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SQ 256: South Coast Rail Line

256	How is the Government addressing mobile communications blackspots on the South Coast Line and by what date will passengers not experience mobile communication interruptions while travelling on the South Coast Line?
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ANSWER

I am advised:

256	<p>NSW Government is assessing ways to improve mobile connectivity along the rail network across the State. The objective is to address safety/emergency needs as well as increase customer experience.</p> <p>The delivery of improvements will need to be in partnership with private industry, as the owners of the telecommunication infrastructure and the Australian Government, as telecommunications is a matter for the Commonwealth Department of Infrastructure, Transport, Regional Development and Communication.</p>
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SQ 257: South Coast Rail Line

257	The South Coast Line is expected to reach freight capacity by 2030. Will this date be sooner as a result of the additional passenger services scheduled for the Line? If so, by which year is the South Coast Line forecast to reach freight capacity?
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ANSWER

I am advised:

257	<p>Transport for NSW is committed to ensuring our current and future freight customers' needs meet the forecasted population, housing and employment growth.</p> <p>Sydney's rail network is in high demand, including that of growing demand for passenger services, and access for both freight operators and maintenance contractors, to ensure it is properly maintained.</p> <p>The More Trains, More Services program's additional passenger services for the South Coast Line will maintain freight service levels. Freight operators will be briefed on the major timetable changes about 12 months prior, to manage freight requirements.</p>
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SQ 258: South Coast Rail Line

258	How many stations on the South Coast Line require upgrades to be fully accessible to passengers? Please provide the names of the stations and the date by which they will be fully accessible.
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ANSWER

I am advised:

258	As you may be aware, the NSW Government recently allocated a further \$192 million as part of the 2020-21 NSW Budget to the Transport Access Program. This adds to the existing \$885 million that was committed over four years in last year's Budget, boosting the NSW Government's total investment in the program to more than \$2.2 billion since 2011. Further information regarding accessible stations and the Transport Access Program is available on the transportnsw.info and Transport for NSW websites respectively.
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SQ 259: South Coast Rail Line

259	Has there been any assessment of the capacity to increase the number of parking spaces available for commuters around North Wollongong Station? If so, what was the result of this assessment? If not, when will an assessment of parking supply and demand for North Wollongong Station take place?
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ANSWER

I am advised:

259	Information about the commuter car park program is available on the Transport for NSW and transportnsw.info websites.
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SQ 260: South Coast Rail Line

260	Has any planning been undertaken on the Coniston Junction grade separation? If so, what is the estimated cost of the grade separation? What is the best estimate of the year by when the grade separation needs to be completed?
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ANSWER

I am advised:

260	<p>The Draft Illawarra-Shoalhaven Regional Transport Plan, released for public exhibition in November 2020, identified Coniston Junction rail improvements as an initiative for investigation in the 10-20 year time period.</p> <p>Transport for NSW is currently considering feedback from 150 submissions from community, local businesses, councils and stakeholders.</p>
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SQ 261: South Coast Rail Line

261	Does the Government have any plans to duplicate the South Coast Line south of Unanderra to allow for additional services to Dapto to be introduced on the Line?
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ANSWER

I am advised:

261	The NSW Government has committed an initial \$295 million towards early works on a Fast Rail network, including \$125 million for duplication between Berry and Gerringong. Further information is publicly available.
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SQ 262: South Coast Rail Line

262	What was the average peak travel time, in minutes, between Wollongong Station and Central in 2011? What is the current average peak travel time, in minutes, between Wollongong Station and Central?
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ANSWER

I am advised:

262	Transport for NSW does not measure average journey times. However, minimum and maximum travel times between destinations are as follows: 1. In 2011, the minimum travel time between Wollongong Station and Central Station (arriving at Central Station between 6am and 10am) is 1 hour, 26 minutes and 12 seconds, while the maximum travel time is 1 hour and 55 minutes. 2. In 2021, the minimum travel time between Wollongong Station and Central Station (arriving between 6am and 10am) is 1 hour, 24 minutes, while the maximum travel time is 1 hour, 42 minutes and 54 seconds.
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SQ 263: M1 Princes Motorway traffic study

263	When will the M1 Princes Motorway traffic study between Figtree and Dapto be completed? Will this include an assessment of the need for, and estimated cost of, on-off ramps from the M1 at Dapto? If not, why not?
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ANSWER

I am advised:

263	2022. Yes.
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SQ 264: Redundancies within the Transport Cluster

264	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the New South Wales Department of Transport from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?

(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

264	Nil.
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SQ 265: Redundancies within the Transport Cluster

265	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the New South Wales Department of Transport?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

265	Nil.
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SQ 266: Redundancies within the Transport Cluster

266	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Transport for NSW from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

266	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 267: Redundancies within the Transport Cluster

267	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Transport for NSW?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

267	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 268: Redundancies within the Transport Cluster

268	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Trains from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

268	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 269: Redundancies within the Transport Cluster

269	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Trains?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(d)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

269	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 270: Redundancies within the Transport Cluster

270	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at RailCorp from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

270	Rail Corporation New South Wales does not exist.
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SQ 271: Redundancies within the Transport Cluster

271	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at RailCorp?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?

(e)	What is the full projected monetary value of these redundancies in savings per annum?
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ANSWER

I am advised:

271	Nil. Rail Corporation New South Wales does not exist.
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SQ 272: Redundancies within the Transport Cluster

272	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Ferries from July 2020 to date?
(a)	(a) Which departmental areas were these affected position/s previously allocated to?
(b)	(b) Which geographical area/s were these affected position/s previously located within?
(c)	(c) What date/s were these redundancies finalised?
(d)	(d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

272	Nil.
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SQ 273: Redundancies within the Transport Cluster

273	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Ferries?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

273	Nil.
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SQ274: Redundancies within the Transport Cluster

274	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at NSW TrainLink from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?

(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

274	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 275: Redundancies within the Transport Cluster

275	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at NSW TrainLink?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

275	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 276: Redundancies within the Transport Cluster

276	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at State Transit from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	(b) Which geographical area/s were these affected position/s previously located within?
(c)	(c) What date/s were these redundancies finalised?
(d)	(d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

276	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 277: Redundancies within the Transport Cluster

277	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at State Transit?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

277	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 278: Redundancies within the Transport Cluster

278	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Metro from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

278	The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.
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	No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.
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SQ 279: Redundancies within the Transport Cluster

279	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Metro?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

279	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 280: Redundancies within the Transport Cluster

280	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Port Authority of New South Wales from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

280	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 281: Redundancies within the Transport Cluster

281	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Port Authority of New South Wales?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

281	<p>The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.</p> <p>No non-executive staff in the Transport Cluster have been made forcibly redundant in the time period in question. In fact, the Transport Cluster is taking steps to grow its regional workforce.</p>
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SQ 282: Redundancies within the Transport Cluster

282	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Office of Transport Safety Investigations from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

282	Nil.
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SQ 283: Redundancies within the Transport Cluster

283	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Office of Transport Safety Investigations?
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(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

283	Nil.
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SQ 284: Redundancies within the Transport Cluster

284	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Point to Point Transport Commission from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

284	Nil.
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SQ 285: Redundancies within the Transport Cluster

285	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Point to Point Transport Commission?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

285	Nil.
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SQ 286: Redundancies within the Transport Cluster

286	As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Transport Asset Holding Entity from July 2020 to date?
(a)	Which departmental areas were these affected position/s previously allocated to?
(b)	Which geographical area/s were these affected position/s previously located within?
(c)	What date/s were these redundancies finalised?
(d)	What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

286	Nil.
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SQ 287: Redundancies within the Transport Cluster

287	As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Transport Asset Holding Entity?
(a)	Which departmental area/s are these affected position/s currently allocated to?
(b)	Which geographical area/s are these affected position/s currently located within?
(c)	What date/s are these redundancies proposed to be finalised?
(d)	What date/s were these redundancies proposed and/or announced?
(e)	What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

287	Nil.
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SQ 288: Region 9 Buses

288	Can I please confirm that the following bus services are planned to be removed by the NSW Government, as out lined in the South East Sydney Integrated Service Plan – the 302, 314, 373, 376, 377, 393, 394, 395, 397, 399, L94, 891 and 893 with the M50, M10, 378 already removed?
(a)	Can I please confirm that the 373 is currently 20 minutes faster than the light rail?

ANSWER

I am advised:

288	Transport for NSW is developing an integrated transport network in Sydney's South East, designed to improve how customers move around the
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	<p>local area and travel between major hubs such as Sydney CBD, Central Station, Randwick, Kingsford, and Taylor Square.</p> <p>This plan will be released for public feedback before any changes are implemented.</p> <p>This will ensure that customers, the community, and stakeholders are involved in the development of the network where possible and are adequately informed of any proposed changes.</p> <p>Around 1,000 additional weekly services have been added to the timetable since 25 October 2020.</p> <p>To improve the efficiency of the network, Transport for NSW has consolidated some routes from outside of the South East to create more frequent services. One of these changes was the removal of the M10 and M50 which travel from Leichhardt to Maroubra Junction (M10) and Drummoyne to Coogee (M50), linking the inner west with the south east via the Sydney CBD.</p> <p>For the 96 per cent of M10 and M50 customers who go from the South East to the CBD, there are still a number of frequent bus options to continue their journey.</p>
(a)	Journey times vary depending on the time, origin and destination. Please plan your trip at transportnsw.info to see which service is best for your particular journey.

SQ 289: Region 9 Buses

289	I would like to confirm that when determining bus routes and demand, your government only uses opal data?
(a)	When you removed the M10 and M50 buses, did you engage in any community consolation?
(b)	Did you mislead the people of NSW and the RTBU when you said you would conduct community consultations before removing buses?

ANSWER

I am advised:

289	Planning for changes to bus services is informed by Opal data, changes in customer travel patterns, and community and stakeholder feedback, to ensure that Transport for NSW is delivering services where and when they are needed.
(a)	The initial proposal to change the M10 and M50 was contained in the 2013 CBD and South East Light Rail Environmental Impact Statement which was released for consultation as required under planning regulation.

	<p>Transport for NSW announced changes in September 2020 to some bus routes and timetables in Sydney's Inner West designed to improve the frequency of services on key routes, improve travel times, and give customers more choice around when they travel.</p> <p>The changes were based on Opal data and feedback from customers and stakeholders so that Transport for NSW is delivering services where and when they are needed.</p> <p>A range of engagement was undertaken with schools, the University of NSW and directly with customers to ensure they were aware of the changes before implementation.</p> <p>About 1,000 extra weekly services were added to the timetable on 25 October 2020, including faster services via Parramatta Road.</p> <p>To improve the efficiency of the network, Transport for NSW consolidated some routes to create more frequent services. One of these changes is the removal of the M10 and M50 which travel from Leichhardt to Maroubra Junction (M10) and Drummoyne to Coogee (M50), linking the inner west with the south east via the Sydney CBD.</p> <p>Transit Systems (region 6) operates both the M10 and M50 services, not STA (region 9), and Transport for NSW removed these services as part of the inner west bus changes.</p> <p>Less than four percent of customers travelled between the inner west and eastern suburbs on the M10 and M50, with the majority of customers alighting in the Sydney CBD.</p> <p>For the 96 per cent of M10 and M50 customers who travelled from the south east to the CBD, there are still a number of frequent bus options to continue their journey.</p>
(b)	No.

SQ290: Region 9 Buses

290	I would like to confirm that when determining bus routes and demand, your government only uses opal data?
(a)	Are you aware that many local school kids in the Eastern Suburbs are late for their first class of each school day?
(b)	Are you aware that many local parents in the Eastern Suburbs have to disrupt their day and scramble to collect their children and the children of other parents in order to drive them to school?
(c)	What is your plan to address these issues?

ANSWER

I am advised:

290	Planning for changes to bus services is informed by Opal data, changed customer travel patterns including school children, and feedback, to ensure that we are delivering services where and when they are needed.
(a-c)	<p>Transport for NSW is developing an integrated transport network in Sydney's South East, designed to improve how customers move around the local area and travel between major hubs such as the Sydney CBD, Central Station, Randwick, Kingsford, and Taylor Square.</p> <p>We expect this plan will be released for public feedback before any changes are implemented.</p> <p>This will ensure that customers, including school children, the community, and stakeholders are involved in the development of the network where possible and are adequately informed of any proposed changes.</p>

SQ291: Region 9 Buses

291	Minister, do you recall responding to a 500 signature petition regarding pedestrian safety at Carrington Road, Victoria Street and Bronte road in Waverley?
(a)	What action has the Government taken to improve safety at this intersection, given that current approaches are not working?
(b)	Will you accept the Member for Coogee's invitation, made to you in a letter on the 27th of November, 2020, to visit the site and inspect the safety concerns?

ANSWER

I am advised:

291	This information is publicly available on the Parliament of NSW website.
(a)	<p>School zone flashing lights have been provided at the following locations:</p> <ul style="list-style-type: none">• Carrington Road:<ul style="list-style-type: none">○ northbound 35 metres north of Victoria Street○ southbound 50 metres south of Birrell Street• Bronte Road:<ul style="list-style-type: none">○ northbound at Taylor Street○ southbound 80 metres south of Birrell Street• Church Street westbound at Carrington Road<ul style="list-style-type: none">○ motorists are not permitted to turn right from Bronte Road onto Carrington Road to head north. 'No right turn' signs provide motorists clear visibility that this turn is not permitted. <p>Transport for NSW is working with Waverley Council on proposed location-specific 40 km/h speed zones.</p>
(b)	I take advice from the experts at the Centre for Road Safety.

SQ 292: Fines for Truck Drivers

292	At a recent public hearing of the Senate's inquiry into the Australian road transport industry, the committee heard evidence of heavy fines imposed on truck drivers by Transport for NSW for minor indiscretions and discrepancies including spelling mistakes.
(a)	One driver provided evidence that he was fined \$5000 by Transport for NSW for not giving the yellow copy of one page in his work-diary to himself as an owner-driver. Can Transport for NSW explain how they came to this decision and how they calculated the fine?

ANSWER

I am advised:

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

SQ 293: Fines for Truck Drivers

293	The Chair of the inquiry, Senator Glenn Sterle from Western Australia received the following account from a driver: "I have been an interstate driver for a number of years and on three occasions, I have missed the turn off to Mount White southbound due to weather conditions and simply missing the turn off. Last year I missed the turn off. I turned around and went to the northbound weigh station and informed the officers of what I had done. They went through my log book and stamped my logbook with the time and they then gave me directions to get back onto the highway to go back to Sydney. When I got my fine, I wrote to the police explaining what had happened and gave them a photo proof on my logbook that I had turned around and done the right thing however I was still fined for this offense."
(a)	If a driver has acknowledged that they have done the wrong thing, like in the above account, and have made efforts to remedy the situation, why did Transport for NSW pursue this fine?

ANSWER

I am advised:

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

SQ 294: Fines for Truck Drivers

294	Senator Sterle also received an account from a driver who was fined almost \$700 because he abbreviated Coffs Harbour to 'Coffs Hbr' in his work diary.
(a)	When the intent of the driver is this clear, why did Transport for NSW fine this driver?
(b)	How did it come to determine the amount of this fine?

ANSWER

I am advised:

294	This is a matter for the Minister for Regional Transport and Roads
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SQ 295: Fines for Truck Drivers

295	How many fines has Transport for NSW issued to heavy vehicle truck drivers over the last 5 years for spelling mistakes?
(a)	How much has Transport for NSW collected in fines for those infringements?

ANSWER

I am advised:

295	This is a matter for the Minister for Finance and Small Business.
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SQ 296: New Intercity Fleet

296	What is the latest estimated delivery date?
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ANSWER

I am advised:

296	<p>The New Intercity Fleet trains are being tested on the South Coast Line (all the way to Kiama), Central Coast and Newcastle Line (all the way to Newcastle Interchange), and on the Blue Mountains Line (all the way to Lithgow). Once extensive testing and commissioning activities have been completed, the new trains are expected to be ready for customers, starting with the Central Coast and Newcastle Line.</p> <p>A timeline for when the trains will start operating on the Blue Mountains and South Coast lines will be determined after more trains are delivered and further testing completed.</p>
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SQ 297: New Intercity Fleet

297	What is the total cost estimate for all elements of the New Intercity Fleet, including the Kangy Angy maintenance facility?
-----	---

ANSWER

I am advised:

297	This expenditure is within the \$2.8 billion budget for the project.
-----	--

SQ 298: New Intercity Fleet

298	Is there a provision for late fees to be paid in the contract for delivery of the trains?
(a)	If so, who has to pay the late fees, and to whom?
(b)	How much are the late fees?
(c)	How much has Transport for NSW paid or received in late fees?

ANSWER

I am advised:

298	This information is Commercial in Confidence.
-----	---

SQ 299: New Intercity Fleet

299	When will the New Intercity Fleet start operating on the South Coast line?
-----	--

ANSWER

I am advised:

299	<p>The New Intercity Fleet trains are being tested on the South Coast Line (all the way to Kiama), Central Coast and Newcastle Line (all the way to Newcastle Interchange), and on the Blue Mountains Line (all the way to Lithgow). Once extensive testing and commissioning activities have been completed, the new trains are expected to be ready for customers, starting with the Central Coast and Newcastle Line.</p> <p>A timeline for when the trains will start operating on the Blue Mountains and South Coast lines will be determined after more trains are delivered and further testing completed.</p>
-----	---

SQ 300: New Intercity Fleet

300	How much money has the Government spent on testing and commissioning the New Intercity Fleet for the South Coast Line in 2020/21?
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ANSWER

I am advised:

300	This expenditure is within the \$2.8 billion budget for the project.
-----	--

SQ 301: New Intercity Fleet

301	What specifically have those funds been spent on?
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ANSWER

I am advised:

301	<p>The New Intercity Fleet trains are being tested on the South Coast Line (all the way to Kiama), Central Coast and Newcastle Line (all the way to Newcastle Interchange), and on the Blue Mountains Line (all the way to Lithgow). Once extensive testing and commissioning activities have been completed, the new trains are expected to be ready for customers, starting with the Central Coast and Newcastle Line.</p>
-----	--

SQ 302: New Intercity Fleet

302	Given Transport for NSW has identified the Illawarra's rail network will reach capacity by 2036, and recent research by the SMART Infrastructure Facility has found the SWIRL proposal as a cost effective solution to freight and passenger challenges faced in the Illawarra region:
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ANSWER

I am advised:

302	N/A
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SQ 303: New Intercity Fleet

303	Will the Minister commit to funding a strategic business plan for a passenger and freight orbital connecting south west Sydney to Wollongong such as the South West Illawarra Rail Link (SWIRL)?
-----	--

ANSWER

I am advised:

303	Future Transport 2056 and the Illawarra-Shoalhaven Regional Transport Plan have identified the Outer Sydney Orbital (Stage 2 from Southwest Sydney to the Illawarra) as a freight initiative for investigation and potential implementation in the 20+ year timeframe. Potential passenger-based fast rail services for the area are being investigated through the Fast Rail program, which includes a NSW and Australian Government jointly-funded strategic business case investigation of Nowra/Bomaderry via Wollongong to Sydney faster rail options.
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SQ 304: New Intercity Fleet

304	How much money has the Government spent on investigating freight and passenger rail solutions connecting south west Sydney to the Illawarra region in this 2020/21 budget?
-----	--

ANSWER

I am advised:

304	The NSW Government has committed an initial \$295 million towards early works on a Fast Rail network, including \$125 million for duplication between Berry and Gerringong..
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SQ 305: New Intercity Fleet

305	How much has been spent on modifying the tracks, stations and stabling facilities for New InterCity Fleet?
-----	--

ANSWER

I am advised:

305	This expenditure is within the \$2.8 billion budget for the project.
-----	--

SQ 306: New Intercity Fleet

306	How much has been spent on the New Intercity Fleet "project team" including contractors, consultants and admin staff?
-----	---

ANSWER

I am advised:

306	This expenditure is within the \$2.8 billion budget for the project.
-----	--

SQ 307: New Intercity Fleet

307	What was the total cost of Metcalfe Report which reviewed the New InterCity Fleet?
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ANSWER

I am advised:

307	The cost of the Metcalfe Report is Commercial in Confidence
-----	---

SQ 308: Metro West

308	What is the current timeline for delivering the Metro West project?
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ANSWER

I am advised:

308	Information regarding the Sydney Metro West project is publicly available.
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SQ309: Metro West

309	What is the current estimate of the cost of the Metro West project?
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ANSWER

I am advised:

309	I refer you to the answers given in the hearing.
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SQ 310: Metro West

310	Do you accept reports of Metro West being delivered by 2033 at a cost of \$26.6 billion?
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ANSWER

I am advised:

310	No.
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SQ 311: Parramatta Light Rail Stage 2

311	Has Transport for NSW made any recommendations that Parramatta Light Rail Stage 2 be cancelled?
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ANSWER

I am advised:

311	No.
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SQ 312: Parramatta Light Rail Stage 2

312	When will construction of Parramatta Light Rail Stage 2 commence?
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ANSWER

I am advised:

312	A Final Business Case for Parramatta Light Rail Stage 2 is currently being considered by government, with an investment decision to follow.
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SQ313: M5 and M8

313	Mr Collins said in the hearing that “It is fair to say that we did anticipate that road levels in those areas would increase by around about 25 to 30 per cent” regarding increase in local road traffic following the M8 opening and the new tolling contract on the M5 East.
(a)	Why was an increase of 25 to 30 per cent anticipated?
(b)	What was the anticipated cause of that increase?

ANSWER

I am advised:

313	
(a)	Changes to traffic on the network including Stoney Creek Road were forecast in 2015 as part of the Environmental Impact Statement for the M8. Clearways were installed on Stoney Creek and Forest roads last year, to help traffic flow and ease congestion.
(b)	Changes to traffic on the network.

SQ314: M5 and M8

314	In relation to the review referred to in the hearing into traffic and the M8 and M5E motorways:
(a)	What are the terms of reference for the review?
(b)	Who is conducting it?
(c)	When will the review commence?
(d)	When will the review be complete?
(e)	Will the review be made public?
(f)	Could the review recommend removing or amending the tolling regime on the M5 East or M8?

ANSWER

I am advised:

314	Since the M8 opened and tolling commenced on the M5 East, Transport for NSW has been monitoring traffic on key routes in the network surrounding the motorways. To meet M8 project conditions of approval, Transport for NSW must complete and publish a network review within 12 months of the opening of the M8 to inform any network changes that may need to be considered as a
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	<p>result of the project. The report is submitted to the Department of Planning, Industry and Environment for review and once they are satisfied that the report meets the conditions of approval, it can be published on the WestConnex website.</p> <p>It is not within the scope of the review to make recommendations relating to the M8 or M5 East tolls.</p>
--	--

SQ315: M5 and M8

315	What was the average daily traffic number for the period 4 July 2020 to 31 December 2020 for the combined M5E and M8 motorways?
-----	---

ANSWER

I am advised:

315	Transurban publishes trip data for the M5 East and M8 on the NSW Toll Road Data website.
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SQ316: M5 and M8

316	What is the average daily traffic number for the period 4 July 2020 to 31 December 2020 for the M5E motorway?
-----	---

ANSWER

I am advised:

316	Transurban publishes trip data for the M5 East and M8 on the NSW Road Toll Data website.
-----	--

SQ317: M5 and M8

317	What is the average daily traffic number for the period 4 July 2020 to 31 December 2020 for the M8 motorway?
-----	--

ANSWER

I am advised:

317	Transurban publishes trip data for the M5 East and M8 on the NSW Road Toll Data website.
-----	--

SQ318: M5 and M8

318	What is the current average daily traffic number for the M5E motorway?
-----	--

ANSWER

I am advised:

318	Transurban publishes trip data for the M5 East and M8 on the NSW Road Toll Data website.
-----	--

SQ319: M5 and M8

319	What is the current average daily traffic number for the M8 motorway?
-----	---

ANSWER

I am advised:

319	Transurban publishes trip data for the M5 East and M8 on the NSW Road Toll Data website.
-----	--

SQ320: M5 and M8

320	What is the estimate of how much traffic is now using surface roads rather than the using either the M8 or the M5E motorway?
-----	--

ANSWER

I am advised:

320	Transport's estimate is in line with the traffic volumes predicted in the WestConnex New M5 Environmental Impact Statement. I refer you to the answer to Supplementary Question 313.
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SQ321: M5 and M8

321	The agency indicated that it had expected an increase in surface road traffic. What was the projection for how much surface road traffic would increase?
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ANSWER

I am advised:

321	I refer you to the answer to Supplementary Question 313.
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SQ 322: Patronage

322	For Sydney Trains, between 6:30am to 7am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

322	I refer you to the previous response to LC 4957.
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SQ 323: Patronage

323	For Sydney Trains, between 9am to 10am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

323	I refer you to the previous response to LC 4957.
-----	--

SQ 324: Patronage

324	For Sydney Trains, between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

324	I refer you to the previous response to LC 4957.
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SQ 325: Patronage

325	For Sydney Trains, between 6:30pm to 7pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

325	I refer you to the previous response to LC 4957.
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SQ 326: Patronage

326	For Intercity Trains, between 9am to 10am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?

(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

326	I refer you to the previous response to LC 4957.
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SQ 327: Patronage

327	For Intercity Trains, between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

327	I refer you to the previous response to LC 4957.
-----	--

SQ 328: Patronage

328	For Intercity Trains, between 6:30pm to 7pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

328	I refer you to the previous response to LC 4957.
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SQ 329: Patronage

329	For Sydney buses, between 6:30am to 7am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

329	I refer you to the previous response to LC 4957.
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SQ 330: Patronage

330	For Sydney buses, between 9am to 10am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

330	I refer you to the previous response to LC 4957.
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SQ 331: Patronage

331	For Sydney buses, between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

331	I refer you to the previous response to LC 4957.
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SQ 332: Patronage

332	For Sydney buses, between 6:30pm to 7pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

332	I refer you to the previous response to LC 4957.
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SQ 333: Patronage

333	For Sydney light rail (all inclusive), between 6:30am to 7am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

333	I refer you to the previous response to LC 4957.
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SQ 334: Patronage

334	For Sydney light rail (all inclusive), between 9am to 10am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

334	I refer you to the previous response to LC 4957.
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SQ 335: Patronage

335	For Sydney light rail (all inclusive), between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

335	I refer you to the previous response to LC 4957.
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SQ 336: Patronage

336	For Sydney light rail (all inclusive), between 6:30pm to 7pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

336	I refer you to the previous response to LC 4957.
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SQ 337: Patronage

337	For Sydney Metro, between 6:30am to 7am Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

337	I refer you to the previous response to LC 4957.
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SQ 338: Patronage

338	For Sydney Metro, between 9am to 10am Monday to Friday, what is the: (a) Average weekday patronage numbers in this time window for financial year 2018-19?
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

338	I refer you to the previous response to LC 4957.
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SQ 339: Patronage

339	For Sydney Metro, between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

339	I refer you to the previous response to LC 4957.
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SQ 340: Patronage

340	For Sydney Metro, between 3pm to 4pm Monday to Friday, what is the:
(a)	Average weekday patronage numbers in this time window for financial year 2018-19?
(b)	Average weekday patronage numbers in this time window for financial year 2019-20?
(c)	Average fare paid buy those customers for financial year 2018-19?
(d)	Average fare paid buy those customers for financial year 2019-20?

ANSWER

I am advised:

340	I refer you to the previous response to LC 4957.
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SQ341: Industrial Relations

341	How much has NSW Trains, Sydney Trains and TfNSW spent on the workplace conduct unit in the last 12 months? How much has been spent on litigation and hearings, in the Fair Work Commission or the Federal Court?
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ANSWER

I am advised:

341	<p>The Workplace and Conduct Unit provides investigative services for serious misconduct and fraud and corruption matters across Transport.</p> <p>To ensure independence, these investigations are mostly outsourced to expert companies.</p> <p>The NSW Government Legal Services Panel Annual Report provides an overview of the year and includes information in relation to total billings. Total external legal costs under the NSW Government Legal Services Panel by Transport for NSW for 2018-19 financial year can be located in the</p>
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	publicly available annual report on the Department of Communities and Justice website.
	The NSW Government Legal Services Panel Annual Report for 2019-2020 financial year is currently being prepared and will not be finalised until April 2021.

SQ 342: Industrial Relations

342	NSW Trains and Sydney Trains employees are in the Federal System of Industrial Relations and not covered by Public Sector Wage Decision. Despite this rail employees have been approached and asked to roll over their agreement for 6 months with 0.3%. What is the cost benefit of asking railway employees to give up their bargaining rights?
-----	---

ANSWER

I am advised:

342	<p>The NSW Government policy direction of a 0.3 per cent wage increase applies to all Public Sector agencies with agreements expiring during financial year 20/21 which includes NSW TrainLink and Sydney Trains.</p> <p>Accordingly both rail agencies receive budgets for wages that are compliant with the policy position. This remains the case regardless of the fact that these agencies operate under the Federal System of industrial relations.</p> <p>Maintenance of current conditions and implementation of a 0.3 per cent increase is concurrent with the approach taken to over 165,000 public sector employees in NSW including nurses.</p> <p>The six month variation will give the agencies time to enter into negotiations for the next Enterprise Agreement with employees while being compliant with wages policy in the intervening period and maintaining current employee conditions.</p>
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SQ343: Electric Buses

343	What is the amount allocated to the transition from diesel to electric buses with respect to the purchase of electric vehicles and infrastructure investment at depots located in SMBSC (Sydney Metropolitan Bus Service Contract) 6, 7, 8, & 9?
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ANSWER

I am advised:

343	The NSW Government has set itself the goal to transition its bus fleet to zero emission to take advantage of their significant environmental, health and operational cost benefits by 2030. The transition to zero-emissions vehicles will improve air quality, reduce noise and greenhouse gases, encourage residents to spend more time outdoors, and boost the liveability of urban centres. With this in mind, the NSW Government is developing a
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	<p>Future Energy Strategy to set directions for emissions reductions from the transport sector. This strategy will be supported by a five-year action plan.</p> <p>In March 2019, the NSW Government committed \$10 million to trial electric buses and associated infrastructure upgrades at Randwick bus depot (Region 9).</p> <p>On 1 July 2019, Transport for NSW and Transit Systems introduced a trial of four battery-powered electric buses in the Inner West. A fifth bus was added to the trial which will last for two years.</p> <p>In May 2020, a Request for Expression of Interest to deliver trials in Sydney and Outer Sydney Metropolitan Areas in partnership with industry and existing bus operators was released to market. Transport for NSW is in the final stages of evaluation with announcements to be made in the upcoming months.</p> <p>Additionally, Interline Bus Services has recently purchased 10 electric buses, the first of which commenced operation on route 859 and 858 services on 1 February 2021. The buses will be progressively put into service during this year. Transport for NSW is also developing a trial for zero-emissions buses on additional route services in the Sydney and outer metropolitan areas. It is expected that more than 50 new zero-emissions buses will be delivered across the Sydney area during 2021.</p>
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SQ 344: COVID-19

344	How much money has been allocated in the next budget for COVID-19 related contingencies across the transport network (extra cleaning & sanitisation, masks, COVID marshals etc.)?
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ANSWER

I am advised:

344	This is a matter for the NSW Treasurer.
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SQ 345: Lawrence Hargrave Drive/Princes Highway – Bulli and Thirroul Improvement

345	In relation to two Transport for NSW Capital Projects listed in the 2020/21 Budget - Program funding for Keira: \$900,000 for Safety and traffic efficiency improvements on the Princes Highway at Bulli, and; \$200,000 Safety and traffic efficiency improvements on Lawrence Hargrave Drive at Thirroul;
(a)	What are the details of these projects? Are these funds paying for salaries or the implementation of improvements?
(b)	What are the “preferred options” that are being considered in relation to safety and traffic efficiency improvements?
(c)	Is the extension of Memorial Drive to Bulli Tops one of the preferred options being considered?

(d)	Will the Minister commit to funding the implementation of preferred options in the 2021/22 budget?
-----	--

ANSWER

I am advised:

345	
(a)	The current funding is for project development and design as well as further consultation with the community. Some funding will be available for delivery of low cost, high impact solutions.
(b)	I refer you to the response to LA 5005.
(c)	I refer you to the response to LA 5006.
(d)	Future funding for the preferred options will be considered in line with state-wide budget priorities.

SQ 346: Mount Ousley Interchange

346	In relation to the announcement made by the Government in November 2020 for \$21 million to progress the Mount Ousley Interchange Project:
(a)	How much of the \$21 million will be spent in the 2020/21 budget?
(b)	What was/will the funds be spent on, in 2020/21?
(c)	When will the detailed design for the Mount Ousley Interchange Project commence?
(d)	When is the detailed design for the Mount Ousley Interchange Project scheduled to be completed?
(e)	Does the Minister agree the detailed design, utility service investigation and property acquisition will be completed within two years as announced?
(f)	Will the Minister commit to funding the remainder of the detailed design, utility service investigation and property acquisition in the 2021/22 budget?

ANSWER

I am advised:

346	
(a)	\$300,000 in funding is forecast for the 2020/21 financial year. Funding is available for the 2020/21, 2021/22 and 2022/23 financial years.
(b)	Work will include commencing the property acquisition process, undertaking further environmental assessment as required, commencing the detailed design for utility service relocations and commencing engagement of a road/bridge designer.
(c)	The detailed design on the Mount Ousley interchange project will commence this financial year with utility relocation designs.
(d) – (f)	Future funding decisions will be made in accordance with state-wide budget priorities.

SQ 347: Picton Road Upgrade

347	In relation to the announcement made by the Government in November 2020 for \$44 million over the next four years for the duplication of Picton Road:
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(a)	How much of the \$44 million was/will be spent in the 2020/21 budget?
(b)	What was/will the funds be spent on, in 2020/21?
(c)	When will the strategic business case, including preferred upgrades for the upgrade of Picton Rd be completed?
(d)	Will the duplication of Picton Road achieve a motorway standard corridor with 2 lanes each way, separated?

ANSWER

I am advised:

347	
(a)	Already committed funding sources are progressing investigations into the upgrade of Picton Road in 2020/21. Funding from the \$44 million announced by the NSW Government in November 2020 will be used in future financial years to fund concept design, environmental assessment and planning.
(b)	Refer to (A).
(c)	The Picton Road Strategic Business Case is anticipated to be finalised in 2021.
(d)	Transport for NSW will assess all suitable options, including a potential upgrade to dual carriageway.

SQ 348: More Trains, More Services

348	In 2020/21 under the More Trains, More Services Program how much has been/will be spent on improvements on the:
(a)	South Coast Rail Line, and the;
(b)	T4 Illawarra Line?

ANSWER

I am advised:

348	<p>The infrastructure upgrades, which form part of the NSW Government's \$5.3 billion More Trains, More Services program, will be delivered through two separate contracts, worth around \$600 million.</p> <p>These two contracts include all improvements to be delivered along the T4 Illawarra line, the T8 Airport Line, and South Coast Rail Line between 2020 and 2022.</p> <p>The More Trains, More Services infrastructure upgrades to Port Kembla, Wollongong, Thirroul, Belambi and Kiama station platforms, are included within one of those contract packages (referenced above), to deliver all works between Mortdale and Kiama. This contract is worth around \$300 million and works will be delivered between 2020 and 2022.</p> <p>In 2018, the NSW Government allocated over \$800 million towards the first stage of the Digital Systems Program on parts of the T4 Line, from Sutherland to Cronulla and from Bondi Junction to Erskineville. Lineside works between Sutherland and Cronulla will be undertaken between 2020 and 2023.</p>
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SQ 349: More Trains, More Services

349	How much of the funds spent of the South Coast line have been spent on;
(a)	Infrastructure upgrades
(b)	Extra services
(c)	Digital systems development?

ANSWER

I am advised:

349	<p>The infrastructure upgrades, which form part of the NSW Government's \$5.3 billion More Trains, More Services program, will be delivered through two separate contracts, worth around \$600 million.</p> <p>These two contracts include all improvements to be delivered along the T4 Illawarra line, the T8 Airport Line, and South Coast Rail Line between 2020 and 2022.</p> <p>The More Trains, More Services infrastructure upgrades to Port Kembla, Wollongong, Thirroul, Belambi and Kiama station platforms, are included within one of those contract packages (referenced above), to deliver all works between Mortdale and Kiama. This contract is worth around \$300 million and works will be delivered between 2020 and 2022.</p> <p>In 2018, the NSW Government allocated over \$800 million towards the first stage of the Digital Systems Program on parts of the T4 Line, from Sutherland to Cronulla and from Bondi Junction to Erskineville. Lineside works between Sutherland and Cronulla will be undertaken between 2020 and 2023</p>
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SQ 350: More Trains, More Services

350	How much of the funds spent of the T4 Illawarra line have been spent on;
(a)	Infrastructure upgrades
(b)	Extra services
(c)	Digital systems development?

ANSWER

I am advised:

350	<p>The infrastructure upgrades, which form part of the NSW Government's \$5.3 billion More Trains, More Services program, will be delivered through two separate contracts, worth around \$600 million.</p> <p>These two contracts include all improvements to be delivered along the T4 Illawarra line, the T8 Airport Line, and South Coast Rail Line between 2020 and 2022.</p> <p>The More Trains, More Services infrastructure upgrades to Port Kembla, Wollongong, Thirroul, Belambi and Kiama station platforms, are included within one of those contract packages (referenced above), to deliver all</p>
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	works between Mortdale and Kiama. This contract is worth around \$300 million and works will be delivered between 2020 and 2022.
	In 2018, the NSW Government allocated over \$800 million towards the first stage of the Digital Systems Program on parts of the T4 Line, from Sutherland to Cronulla and from Bondi Junction to Erskineville. Lineside works between Sutherland and Cronulla will be undertaken between 2020 and 2023

SQ 351: More Trains, More Services

351	How much will be spent on extending platforms to accommodate 10 carriage peak hour services at these stations in 2020/21?
(a)	Port Kembla
(b)	Wollongong
(c)	Thirroul
(d)	Bellambi
(e)	Kiama

ANSWER

I am advised:

351	<p>The infrastructure upgrades, which form part of the NSW Government's \$5.3 billion More Trains, More Services program, will be delivered through two separate contracts, worth around \$600 million.</p> <p>These two contracts include all improvements to be delivered along the T4 Illawarra line, the T8 Airport Line, and South Coast Rail Line between 2020 and 2022.</p> <p>The More Trains, More Services infrastructure upgrades to Port Kembla, Wollongong, Thirroul, Belambi and Kiama station platforms, are included within one of those contract packages (referenced above), to deliver all works between Mortdale and Kiama. This contract is worth around \$300 million and works will be delivered between 2020 and 2022.</p> <p>In 2018, the NSW Government allocated over \$800 million towards the first stage of the Digital Systems Program on parts of the T4 Line, from Sutherland to Cronulla and from Bondi Junction to Erskineville. Lineside works between Sutherland and Cronulla will be undertaken between 2020 and 2023</p>
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SQ 352: Freight and Passenger rail improvements

352	Given Transport for NSW has identified the Illawarra's rail network will reach capacity by 2036, and recent research by the SMART Infrastructure Facility has found the SWIRL proposal as a cost effective solution to freight and passenger challenges faced in the Illawarra region
-----	---

(a)	Will the Minister commit to funding a strategic business plan for a passenger and freight orbital connecting south west Sydney to Wollongong such as the South West Illawarra Rail Link (SWIRL)?
(b)	How much money has the Government spent on investigating freight and passenger rail solutions connecting south west Sydney to the Illawarra region in this 2020/21 budget?

ANSWER

I am advised:

352	
(a)	Future Transport 2056 and the Illawarra-Shoalhaven Regional Transport Plan have identified the Outer Sydney Orbital (Stage 2 from Southwest Sydney to the Illawarra) as a freight initiative for investigation and potential implementation in the 20+ year timeframe. Potential passenger-based fast rail services for the area are being investigated through the Fast Rail program, which includes a NSW and Australian Government jointly-funded strategic business case investigation of Nowra/Bomaderry via Wollongong to Sydney faster rail options.
(b)	The NSW Government has committed an initial \$295 million towards early works on a Fast Rail network, including \$125 million for duplication between Berry and Gerringong.

SQ 353: Transport for New South Wales

353	Throughout December 2020 TfNSW reached the determination stage of the Evolving Transport reforms, signalling an end to consultation and the release of Evolving Transport restructure determinations.
(a)	How many employees at TfNSW are impacted by Evolving Transport? Impacted, meaning the employee's role has been deleted or they are required to reapply for a role due to their being more people than roles.
(b)	What has been the net impact on regional jobs in this restructure?
(c)	Where will jobs will be located in the regions after this restructure?
(d)	Can the Government guarantee that no jobs in the regions will be downgraded or reclassified to a lower graded, and lower paid, role?
(e)	How many roles by grade have been deleted in the Evolving Transport restructure?
(f)	How many roles by grade have been created in the Evolving Transport restructure?
(g)	With recruitment for the Evolving Transport restructure underway;
i.	How many impacted employees have been successful at attaining roles at their current grade?
ii.	How many impacted employees have had to apply for roles, and been successful attaining roles at a lower grade?
(h)	TfNSW have allowed all employees to apply for roles, how many non – impacted employees have been successful at attaining new roles in the structure? How many employees impacted have been successful at attaining new roles in the structure?
(i)	How many transferred RMS employees are classified as impacted?

(j)	What steps is TfNSW taking to ensure that employees who are impacted will not at the end of the branch restructure likely to be declared excess?
(k)	TfNSW has stated that all Evolving Transport Branches have completed the design of their structures. How many employees are TfNSW anticipating will be declared excess at the end of the process?

ANSWER

I am advised:

353	<p>The Evolving Transport program was established to help Transport for NSW change the way it operates to enable the delivery of Future Transport 2056. It puts the focus on planning and delivering integrated transport to support end to end customer journeys, and creating better places for communities and the people of NSW, rather than staff focusing on a particular transport mode.</p> <p>Transport for NSW has seen a 4.5 percent increase in the number of people working across regional NSW (November 2019 to November 2020).</p> <p>As a result of the detailed organisational design work undertaken for Evolving Transport, 84 percent of the workforce have been directly matched, or appointed to a role.</p> <p>The NSW Government supports the increase of roles within regions, and is advertising jobs that don't need to be performed in Metropolitan Sydney with messaging that a regional location is encouraged. At this point, we are seeing around a 5 percent increase of roles within the regions.</p> <p>Whilst recruitment activities are underway, it is too early to determine the impact of this on the workforce where a direct match has not resulted.</p>
-----	---

SQ 354: RMS

354	The Roads and Maritime Services release a Heavy Vehicle Compliance Snapshot 4 times a year, the latest report is attached (September 2020) and may generate questions surrounding the numbers of intercepts and inspections.
(a)	The third quarter of 2018, 99,490 vehicle units were inspected. The third quarter of 2020 just 80,259 vehicle units were inspected.
(b)	The number of interception through special operations has reduced from 20,612 (Q3 2018) down to 13,694 (Q3 2020).
(c)	Can the Minister explain such a vast drop (approx. 1/3rd) in unscheduled special operations inspections?
(d)	What are the Governments current plans for the transition of the National Heavy Vehicle Regulator?
(e)	How many truck intercepts were performed at Heavy Vehicle Safety Stations in 2020?
(f)	How many On Road Enforcement truck intercepts were undertaken in 2020?
(g)	How many fatalities were there from heavy vehicle crashes in 2020?

(h)	Do you think that safety on our roads are being compromised by the decrease in Compliance Enforcement functions coupled with an increase in heavy vehicles on our roads (average growth of 3% per year in heavy vehicle registrations)?
(i)	Shouldn't there be more Inspectors on our roads in order to make our roads safer?
(j)	How much was the funding deficit TfNSW received from the NHVR in 2019/2020? What's the projection for 2020/21?

ANSWER

I am advised:

354	
(a)	N/A
(b)	N/A
(c)	<p>The Regulatory Operations Branch of Transport for NSW conduct operations and investigations to improve heavy vehicle compliance through targeted enforcement to address speeding, fatigue, drug impairment and distraction in a partnership approach between Transport for NSW, the NSW Police Force, WorkCover NSW, the Environmental Protection Agency, Fair Trading and industry. Essentially, a number of these operations are in effect initiated by these agencies meaning, the collective total of operations conducted yearly may vary depending on Transport for NSW's involvement in such external strategies.</p> <p>COVID-19 has impacted the number of intercepts across all heavy vehicle enforcement activities in 2020, as reductions to road use and a pause on activities that generally involve the need for social interaction (where social distancing could not be achieved - i.e. special operations, confined premises, travelling in vehicles for example) were experienced as a result of being required to follow necessary Public Health Orders and restrictions.</p>
(d)	<p>Heavy Vehicle National Law and Heavy Vehicle Inspection Scheme regulatory functions will transfer from Transport for NSW to the National Heavy Vehicle Regulator (NHVR).</p> <p>Staff and unions are being consulted on the transition of functions to the NHVR.</p> <p>Transition is expected to take up to 18 months.</p>
(e)	41,613
(f)	16,263
(g)	Preliminary data as at 9 March 2021 reveals there were 61 people killed in crashes involving a heavy vehicle in 2020.
(h)	Transport for NSW takes a risk-based regulatory approach to delivering compliance enforcement activities. With the ongoing improvement of intelligence and analytics capability, targeting of high risk areas will continue to be enhanced. With the exception of the impacts caused as a direct result of COVID-19, Transport for NSW has not decreased compliance enforcement activities. Transport for NSW's focus will continue to be on delivering risk-based regulatory activities that motivate safe and compliant

	road user behaviour. This is achieved by engaging, educating, deterring, detecting, enforcing and/or prosecuting (as appropriate) road users to improve compliance with relevant road transport law.
(i)	On road enforcement forms only one part of Transport for NSW's heavy vehicle compliance strategy. Other activities that these resources are regularly engaged in include: <ul style="list-style-type: none"> • Random and targeted intercepts and inspections • Heavy Vehicle Safety Station safety checks • Targeted heavy vehicle operator fleet inspections • Responding to heavy vehicle accidents and incidents as requested • Assessing complaints/ allegations of vehicle related non-compliances • Industry liaison activities • Industry group consultation activities • Continuous improvement of our risk-based approach.
(j)	Transport for NSW received a 4.6 per cent funding deficit in 2019/2020. A projection is not available for 2020/2021.

SQ 355: Mental Health and Workers Compensation

355	How many Workers Compensation Claims have Transport received over the year for psychological injury?
-----	--

ANSWER

I am advised:

355	For the 19/20 Financial Year, 212 psychological claims were reported across the Transport cluster.
-----	--

SQ 356: Mental Health and Workers Compensation

356	How many staff have been directly assisted with these funds?
-----	--

ANSWER

I am advised:

356	For the 2019-20 Financial Year (30 June 2019 – 1 July 2020), 1,033 staff were assisted with workers compensation funds.
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SQ 357: Mental Health and Workers Compensation

357	What is the comparative rate for the Public Service in General?
-----	---

ANSWER

I am advised:

357	Transport for NSW does not hold this information.
-----	---

SQ 358: Mental Health and Workers Compensation

358	How many workers in Transport are currently on workers compensation?
-----	--

ANSWER

I am advised:

358	There are approximately 1,079 workers across the Transport Cluster on workers compensation as at early March 2021
-----	---

SQ 359: Mental Health and Workers Compensation

359	What are the 10 largest mechanisms of injury or cause of injury for those on workers compensation in Transport?
-----	---

ANSWER

I am advised:

359	<p>The 10 largest mechanisms in the 2019-20 financial year were:</p> <ul style="list-style-type: none">• body stressing• falls, trips and slips of a person• mental stress• hitting objects with a part of the body• vehicle incidents and other• being hit by moving objects• sound and pressure• biological factors• heat, electricity and other environmental factors• chemicals and other substances.
-----	--

SQ 360: Mental Health and Workers Compensation

360	What is the average length of time for Transport workers on workers compensation to return to work?
-----	---

ANSWER

I am advised:

360	Transport for NSW is unable to provide this information, due to the inability to accurately calculate the measure requested.
-----	--

SQ 361: Mental Health and Workers Compensation

361	How many staff who had a clearance to return to work or part time work, but were unable during the year?
-----	--

ANSWER

I am advised:

361	This information is not available in the form requested.
-----	--

SQ 362: Mental Health and Workers Compensation

362	What is the total cost of workers compensation for Transport?
-----	---

ANSWER

I am advised:

362	The Transport Cluster incurred approximately \$45 million in 2019-20 in workers compensation expense.
-----	---

SQ 363: Mobile Speed cameras

363	In relation to the changes to the changes to the mobile speed camera strategy announced on 19th November 2020:
(a)	When is the change in hours per camera likely to take operational effect?
(b)	Have all the warning signs been removed yet? When will that have concluded?
(c)	How many signs have been removed?
(d)	How many cameras are operating in NSW?
(e)	Are there any plans to change the number of cameras operating in NSW? What are those plans?
(f)	How many vehicles have had their livery removed so far? How many will have their livery removed? When will this process be complete?
(g)	Have private contractors ordered new vehicles given the changes announced to the program?
(h)	Who are the providers currently operating the mobile speed camera program? Please list the provider, the region in which they operate, the value of their contract, the date on which their contract concludes, and any variation to their current contract that has been made while it is in force.
(i)	What is the proportion of speeding, red light and mobile phone camera offences issued by police for this financial year, and for each previous financial year back to 2011/2012?
(j)	What is the funding allocated specifically to the State Black Spot programme from the Community Road Safety Fund for each financial year since the fund has existed?
(k)	What is the operational or policy reason have contributed to the fact that camera fines increased on 1 July 2020 across offence categories?

ANSWER

I am advised:

363	
(a)	The increase in enforcement hours will happen in the second half of this year.
(b)	Mobile speed camera warning signs were removed in November 2020 following the announcement of the change in policy.
(c)	There were three signs in use per enforcement vehicle.
(d)	There are currently 47 mobile speed camera vehicles including two spare vehicles delivering 7,000 hours of enforcement per month.

(e)	The Government announced on 19 November 2020 that the mobile speed camera program will increase from 7,000 hours of enforcement to 21,000 hours of enforcement per month.																																
(f)	I refer you to the evidence given at the Regional Transport and Roads Budget Estimates Hearing on 10 March 2021.																																
(g)	The increase in enforcement hours will occur later this year following a tender process which is currently underway.																																
(h)	<p>Redflex Traffic Systems Pty Ltd is contracted to conduct mobile speed camera enforcement across NSW. Information is publicly available on the NSW Government eTendering website. Some minor changes were made recently to the contract as a consequence of the policy changes announced in November 2020.</p> <p>A tender for the expansion of the program to 21,000 hours of enforcement recently closed. Assessment of the received proposals is currently underway.</p>																																
(g)	This is a matter for the Minister for Police and Emergency Services.																																
(j)	<p>The NSW Safer Roads Program is the NSW Government's road safety infrastructure program which prioritises funding to make NSW roads safer.</p> <p>The NSW 'Black Spot' program was a sub-program of the NSW Safer Roads Program between 2014-15 and 2017-18. Since 2018-19, in accordance with the Road Safety Plan 2021, all funding for the NSW Safer Roads Program has been strategically split across two initiatives: Saving Lives on Country Roads initiative and the Liveable and Safe Urban Communities initiatives.</p> <p>The advice provided below from 2018-19 to date reflects the total value of projects which would meet the black spot program criteria. However, as outlined at the both transport estimates hearings, black spot spending alone does not reflect the level of investment in upgrading high-risk sections of roads.</p> <p>Table: value in \$ million of NSW Safer Roads Program since 2014-15 to 2020-21</p> <table border="1"> <thead> <tr> <th>NSW Safer Roads Program</th> <th>14-15</th> <th>15-16</th> <th>16-17</th> <th>17-18</th> <th>18-19</th> <th>19-20</th> <th>20-21</th> </tr> </thead> <tbody> <tr> <td>'Black Spot' allocation</td> <td>35.7</td> <td>25.5</td> <td>18</td> <td>16.6</td> <td>13.8</td> <td>20.8</td> <td>35.2</td> </tr> <tr> <td>Other allocation</td> <td>24.9</td> <td>41</td> <td>49.975</td> <td>52.77</td> <td>106.2</td> <td>161.4</td> <td>223.6</td> </tr> <tr> <td>Total</td> <td>60.6</td> <td>66.5</td> <td>67.975</td> <td>69.37</td> <td>120</td> <td>182.2</td> <td>258.8</td> </tr> </tbody> </table>	NSW Safer Roads Program	14-15	15-16	16-17	17-18	18-19	19-20	20-21	'Black Spot' allocation	35.7	25.5	18	16.6	13.8	20.8	35.2	Other allocation	24.9	41	49.975	52.77	106.2	161.4	223.6	Total	60.6	66.5	67.975	69.37	120	182.2	258.8
NSW Safer Roads Program	14-15	15-16	16-17	17-18	18-19	19-20	20-21																										
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Total	60.6	66.5	67.975	69.37	120	182.2	258.8																										
(k)	The increased number of people caught supports the position of Transport for NSW and what the statistics show – speeding is the leading cause of																																

	<p>death and trauma on NSW roads and has been increasingly problematic over the last year during the pandemic.</p> <p>Transport for NSW expected to see an increase in people caught by mobile speed cameras as the removal of warning signage and other changes are rolled out across the network.</p> <p>Transport for NSW expects to see numbers stabilise and decrease once the full changes to the speed camera program are implemented over the next year and as motorists begin to get the message that just like using a mobile phone and being caught by a mobile phone detection camera, they can, and will, be caught anywhere any time on the NSW road network by mobile speed cameras too.</p> <p>Each year road traffic fines increase by the consumer price index (CPI) on 1 July.</p> <p>The power to avoid penalties for speeding is totally in the control of the driver.</p>
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SQ 364: Sydney Harbour Bridge toll booths

364	In relation to the removal of the Sydney Harbour Bridge toll booths:
(a)	How much did this cost?
(b)	Who was the contractor?
(c)	Please supply a copy of the contract.

ANSWER

I am advised:

364	<p>The Sydney Harbour Toll Booths were removed as part of the Western Harbour Tunnel and Beaches Link Program.</p> <p>Information regarding the program is publicly available on the Transport for NSW website.</p>
-----	---

SQ 365: Hill Road M4 Exit Ramp

365	In relation to the cancellation of the Hill Rd M4 exit ramp:
(a)	When was this decision made?
(b)	Was this decision approved by the Minister?
(c)	How much money was spent on this project prior to it being cancelled?

ANSWER

I am advised:

365	
(a)	2020
(b)	Yes

(c)	Work to upgrade Hill Road and improve access to the Carter Street Precinct and Sydney Olympic Park is continuing. An allocation of \$140 million has been assigned from the Housing Acceleration Fund for this work.
-----	--

SQ 366: Western Harbour Tunnel and Beaches Link

366	When will the tolling arrangements for the Western harbour Tunnel be announced?
-----	---

ANSWER

I am advised:

366	Once a decision has been made by the NSW Government, Transport for NSW will update the community.
-----	---

SQ 367: Western Harbour Tunnel and Beaches Link

367	When is an investment decision by Government expected for the Beaches Link project?
-----	---

ANSWER

I am advised:

367	Once a decision has been made by the NSW Government, Transport for NSW will update the community.
-----	---

SQ 368: Consultants

368	For each of the business units in Transport, what proportion of persons performing work for the business unit are employed as consultants, that is on short term or contract work arrangements?
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ANSWER

I am advised:

368	The Transport Cluster uses Labour Hire firms in accordance with NSW Public Service policies to cover temporary vacancies as required. Transport Cluster agency Annual Reports include all consultancies valued more than \$50,000.
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SQ 369: Stockton Ferry

369	Has the Stockton ferry service experienced considerable growth in patronage in recent years?
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ANSWER

I am advised:

369	I refer you to the response to LC 2592.
-----	---

SQ 370: Stockton Ferry

370	How many ferries currently operate on this route?
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ANSWER

I am advised:

370	Newcastle Transport currently uses a fleet of two ferries to provide services between Queens Wharf and Stockton.
-----	--

SQ 371: Stockton Ferry

371	How many ferry masters are employed to operate the service?
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ANSWER

I am advised:

371	I refer you to the response to LC 2466.
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SQ 372: Stockton Ferry

372	How many ferry crew are employed to operate the service?
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ANSWER

I am advised:

372	I refer you to the response to LC 2466.
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SQ 373: Stockton Ferry

373	Is the Minister aware that the ferry service stops operating between 9.07am and 10.10am from the Stockton wharf?
-----	--

ANSWER

I am advised:

373	The ferry timetable is publicly available on the Newcastle Transport website and shows that the ferry does not operate from Stockton between 9.07am and 10.10am. This is a scheduled meal break for staff in line with employee entitlements and fatigue management.
-----	--

SQ 374: Stockton Ferry

374	Is the Minister aware that the ferry service stops operating between 6.37pm and 7.45pm from the Stockton wharf?
-----	---

ANSWER

I am advised:

374	The ferry timetable is publicly available on the Newcastle Transport website and shows that the ferry does not operate from Stockton between 6.37pm and 7.45pm. This is a scheduled meal break for staff in line with employee entitlements and fatigue management.
-----	---

SQ 375: Stockton Ferry

375	Is this an appropriate level of service for the Stockton community?
-----	---

ANSWER

I am advised:

375	<p>Each year, Newcastle Transport continues to review and monitor the Newcastle network (including the Ferry services) making tweaks to services to deliver the best public transport solution for Newcastle and Lake Macquarie.</p> <p>In 2018, Newcastle Transport increased the ferry's frequency to every 15 minutes during peak times and every 20 minutes outside of peak times and on weekends. Before the increase in 2018, the ferry's frequency was every 20 minutes during the peak and every 30 minutes off peak and on weekends.</p> <p>Newcastle Transport is always looking for opportunities to improve the network and will continue to work with Transport for NSW on providing increased and enhanced services wherever possible.</p>
-----	--

SQ 376: Stockton Ferry

376	Will you employ more ferry master/s and crew to operate services during this time so existing staff have their well earned breaks?
(a)	If not, why not?

ANSWER

I am advised:

376	Any staffing decisions will be made by Newcastle Transport with all due consideration to any potential changes, employee entitlements and fatigue management.
-----	---

SQ 377: Stockton Ferry

377	Are there any plans to expand Newcastle's ferry network?
(a)	If not, why not?

ANSWER

I am advised:

377	There are no current plans to expand the Newcastle ferry network.
(a)	In 2018, Newcastle Transport increased the ferry's frequency to every 15 minutes during peak times and every 20 minutes outside of peak times and on weekends. Before the increase in 2018, the ferry's frequency was every 20 minutes during the peak and every 30 minutes off peak and on weekends.

SQ 378: Stockton Ferry

378	What plans does the Government have for the retiring SuperCat ferries?
-----	--

ANSWER

I am advised:

378	The SuperCat class of ferries are still in service with Sydney Ferries. Transport for NSW will carefully consider the costs and benefits of a range of alternatives, including repurposing Sydney Ferries' vessels, when replacing the current fleet.
-----	---

SQ 379: Stockton Ferry

379	Has the Government considered relocating the SuperCat ferries to Newcastle to run an expanded ferry network?
-----	--

ANSWER

I am advised:

379	There are no current plans to expand the Newcastle ferry network.
-----	---

SQ 380: Stockton Ferry

380	Would relocating the SuperCat ferries to Newcastle provide a public transport benefit for the city?
-----	---

ANSWER

I am advised:

380	There are no current plans to expand the Newcastle ferry network.
-----	---

SQ 381: Newcastle Transport

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

ANSWER

I am advised:

381	I refer you to the response to LA 8493.
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SQ 382: Newcastle Transport

382	How are these incentive payments calculated?
-----	--

ANSWER

I am advised:

382	I refer you to the response to LA 8493.
-----	---

SQ 383: Newcastle Transport

383	What incentive payments have been paid to date?
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ANSWER

I am advised:

383	I refer you to the response to LA 8493.
-----	---

SQ384: Newcastle Transport

384	What was the fare box revenue for Newcastle Light Rail for each of the following months:
(a)	January 2021
(b)	February 2021
(c)	December 2020
(d)	November 2020
(e)	October 2020
(f)	September 2020
(g)	August 2020
(h)	July 2020
(i)	June 2020
(j)	May 2020
(k)	April 2020
(l)	March 2020
(m)	February 2020
(n)	January 2020?

ANSWER

I am advised:

384	Financial information is published in Transport for NSW's Annual Report.
-----	--

SQ385: Newcastle Transport

385	What was the fare box revenue for Newcastle buses for each of the following months:
(a)	January 2021
(b)	February 2021
(c)	December 2020
(d)	November 2020
(e)	October 2020
(f)	September 2020
(g)	August 2020
(h)	July 2020
(i)	June 2020
(j)	May 2020
(k)	April 2020

(l)	March 2020
(m)	February 2020
(n)	January 2020?

ANSWER

I am advised:

385	Financial information is published in Transport for NSW's Annual Report.
-----	--

SQ386: Newcastle Transport

386	What was the fare box revenue for the Stockton Ferry for each of the following months:
(a)	January 2021
(b)	February 2021
(c)	December 2020
(d)	November 2020
(e)	October 2020
(f)	September 2020
(g)	August 2020
(h)	July 2020
(i)	June 2020
(j)	May 2020
(k)	April 2020
(l)	March 2020
(m)	February 2020
(n)	January 2020?

ANSWER

I am advised:

386	Financial information is published in Transport for NSW's Annual Report.
-----	--

SQ 387: Newcastle Transport

387	What percentage of passengers using the Newcastle Light Rail were also train passengers for each of the following months:
(a)	January 2021
(b)	February 2021
(c)	December 2020
(d)	November 2020
(e)	October 2020
(f)	September 2020
(g)	August 2020
(h)	July 2020
(i)	June 2020
(j)	May 2020
(k)	April 2020

(l)	March 2020
(m)	February 2020
(n)	January 2020?

ANSWER

I am advised:

387	
(a)	34 percent
(b)	27 percent
(c)	30 percent
(d)	29 percent
(e)	23 percent
(f)	31 percent
(g)	34 percent
(h)	31 percent
(i)	30 percent
(j)	29 percent
(k)	32 percent
(l)	43 percent
(m)	37 percent
(n)	35 percent

SQ 388: Bikes on Light Rail

388	Are bikes allowed on the Dulwich Hill Light Rail?
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ANSWER

I am advised:

388	This information is publicly available on Transport for NSW website.
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SQ389: Bikes on Light Rail

389	Will bikes be allowed on Sydney CBD Light Rail?
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ANSWER

I am advised:

389	This information is publicly available on the Transport for NSW website.
-----	--

SQ 390: Bikes on Light Rail

390	Are bikes allowed on the Newcastle Light Rail?
-----	--

ANSWER

I am advised:

390	This information is publicly available on the Transport for NSW website.
-----	--

SQ 391: Newcastle Bus and Coach Interchange

391	What is total cost of the Newcastle Bus and Coach Interchange?
-----	--

ANSWER

I am advised:

391	<p>The Newcastle Bus Interchange (NBI) is part of the NSW Government commitment to revitalise Newcastle's city centre, through the Revitalising Newcastle program. NBI is a Transport Oriented Development (TOD) that will provide improved connectivity between heavy rail, light rail, and buses. It will also provide improved pedestrian access.</p> <p>Hunter and Central Coast Development Corporation (HCCDC), formerly Hunter Development Corporation, is the proponent leading the redevelopment of "The Store" site (land HCCDC had acquired). Following a competitive process HCCDC and TfNSW selected the developer Doma Group to undertake an integrated development on the site, which would include the NBI.</p> <p>In return for the provision of air rights over the NBI as well as surplus land, the developer agreed to design, construct and hand over the NBI to HCCDC for zero sum.</p> <p>On the same handover day, HCCDC has transferred the NBI (including title) to Transport for NSW for the sum of \$1.</p>
-----	---

SQ 392: Nelson Bay Road

392	I refer to your government's commitment to a full duplication of Nelson Bay Road from Stockton to Anna Bay?
(a)	When will work on the Stockton to Fullerton Cove section of the road commence?

ANSWER

I am advised:

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

SQ 393: Adamstown Level Crossing

393	Has the level crossing signalling system at Adamstown been upgraded?
(a)	If not, when will this project be completed?
(b)	What is the expected total cost of this project?

ANSWER

I am advised:

393	No. Agreement in principle was reached with the City of Newcastle Council and Transport for NSW over the design arrangements to be implemented, but the implementation has not been undertaken at this time.
-----	--

(a)	This is subject to project planning and design and also confirmation of City of Newcastle Council funding for its scope of works to be delivered in conjunction with the alterations.
(b)	The Sydney Trains' portion of the estimated total cost is \$4.35 million, including overheads and contingency. The City of Newcastle will be undertaking works on the road approaches and the traffic lights in the area and these will be funded by Council.

SQ 394: Adamstown Level Crossing

394	What work has the government undertaken to improve traffic flows at the level crossing?
-----	---

ANSWER

I am advised:

394	<p>Nil.</p> <p>The roads over the Adamstown level crossing are local roads under the care and control of Newcastle City Council. Any advice relating to improvement projects at this location are matters for Council.</p>
-----	--

SQ 395 – 398: Central Coast and Newcastle Train Line

395	How much has been committed to works to improve travel times on Central Coast and Newcastle Train Line for each of the following years:
(a)	2015;
(b)	2016;
(c)	2017;
(d)	2018;
(e)	2019;
(f)	2020;
(g)	2021?
396	How much has been spent for the years above?

ANSWER

I am advised:

395	<p>In September 2018, more express services were introduced for customers travelling from Newcastle and the Central Coast via Strathfield.</p> <p>In November 2017, a faster Newcastle to Sydney service was also introduced, as a trial for faster journey times between Newcastle Interchange and Central Station. This service has since become part of current timetabled services.</p> <p>The November 2019 timetable also provided for faster journey times for customers travelling to the Central Coast and Newcastle late at night, by running services with fewer stops.</p> <p>The NSW Government invested \$1.5 billion into the first stage of the More Trains More Services program to deliver improvements across the network.</p>
-----	---

	<p>This included timetable improvements for customers on the Central Coast & Newcastle Line.</p> <p>In August 2016, a \$2.3 billion contract for the new fleet of intercity trains was awarded to deliver a new level of comfort and convenience to customers from the South Coast, Blue Mountains, Central Coast and Newcastle.</p> <p>In February 2019, RailConnect was contracted to build and maintain an additional 42 carriages, increasing the contract value to \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years. This increase was funded through the More Trains More Services program.</p>
--	---

SQ 396: Central Coast and Newcastle Train Line

396	How much has been spent for the years above?
-----	--

ANSWER

I am advised:

396	<p>In September 2018, more express services were introduced for customers travelling from Newcastle and the Central Coast via Strathfield.</p> <p>In November 2017, a faster Newcastle to Sydney service was also introduced, as a trial for faster journey times between Newcastle Interchange and Central Station. This service has since become part of current timetabled services.</p> <p>The November 2019 timetable also provided for faster journey times for customers travelling to the Central Coast and Newcastle late at night, by running services with fewer stops.</p> <p>The NSW Government invested \$1.5 billion into the first stage of the More Trains More Services program to deliver improvements across the network. This included timetable improvements for customers on the Central Coast & Newcastle Line.</p> <p>In August 2016, a \$2.3 billion contract for the new fleet of intercity trains was awarded to deliver a new level of comfort and convenience to customers from the South Coast, Blue Mountains, Central Coast and Newcastle.</p> <p>In February 2019, RailConnect was contracted to build and maintain an additional 42 carriages, increasing the contract value to \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years. This increase was funded through the More Trains More Services program.</p>
-----	--

SQ 397: Central Coast and Newcastle Train Line

397	What funds has the Federal Government provided to the State Government to improve travel times on the Central Coast and Newcastle Train Line for each of the following years:
(a)	2015;
(b)	2016;
(c)	2017;
(d)	2018;

(e)	2019;
(f)	2020;
(g)	2021?

ANSWER

I am advised:

397	Nil.
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SQ 398: Central Coast and Newcastle Train Line

398	How much has been spent?
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ANSWER

I am advised:

398	Nil.
-----	------

SQ 399: Central Coast and Newcastle Train Line

399	When will the project to provide more reliable mobile phone services along the Central Coast and Newcastle train line be completed?
-----	---

ANSWER

I am advised:

399	<p>Thousands of Central Coast train commuters can now experience the benefit of greater connectivity along the Central Coast rail corridor with the upgrade to mobile coverage near completion.</p> <p>Building new mobile infrastructure reduces mobile black spots along this busy rail corridor and allows passengers to catch up on work or the news, and stay in touch with friends and family, while in transit.</p> <p>Work on this project is in its final stages and is expected to be complete by the middle of this year.</p>
-----	--

SQ 400: Central Coast and Newcastle Train Line

400	Has the Fast Rail Network Strategy been completed?
(a)	If so, will it be made public?

ANSWER

I am advised:

400	The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network to connect NSW is a major piece of work. The NSW Government is taking the time to get this right. We will update the community as soon as we have more to say.
-----	---

SQ401: Central Coast and Newcastle Train Line

401	What improvements on the Central Coast and Newcastle line did the Fast Rail Network Strategy identify?
(a)	When will these improvements be implemented?
(b)	What is the cost of these improvements?

ANSWER

I am advised:

401	The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network to connect NSW is a major piece of work. The NSW Government is taking the time to get this right. We will update the community as soon as we have more to say.
-----	---

SQ402: Central Coast and Newcastle Train Line

402	The government has committed \$295 million over the next four years for the fast rail network, how will this be spent?
(a)	Please provide a breakdown of the spending by project.

ANSWER

I am advised:

402	<p>The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network to connect NSW is a major piece of work. The NSW Government is taking the time to get this right. We will update the community as soon as we have more to say.</p> <p>In March 2019 the NSW Government committed an initial \$295 million into the delivery of a new network, allowing us to get the early work done, putting in place the building blocks for the more transformative work that will deliver faster rail and give people greater choice about where they live and how they commute to work. These initial investments include:</p> <ul style="list-style-type: none"> • Sydney to Canberra - \$80 million for preliminary work on a new straightened route to a high speed standard between Menangle and Yerrinbool, north of Goulburn; • Sydney to Nowra - \$125 million 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 create the capacity to deliver more frequent services; • Sydney to Newcastle & Port Macquarie - \$80 million to develop a new rail alignment between northern Sydney and Woy Woy, including investigation of potential tunnelling options, which will support faster trains to better connect the Central Coast to Sydney; and • Sydney to the Central West – an initial \$10 million to get work underway on a route, including options for crossing the Blue Mountains.
-----	--

SQ 403: Lower Hunter Freight Corridor

403	What funding was allocated in the 2017/18 budget towards the planning of the Lower Hunter Freight Corridor?
(a)	How much of this allocation was spent?

ANSWER

I am advised:

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

SQ 404: Lower Hunter Freight Corridor

404	What funding was allocated in the 2018/19 budget towards the planning of the Lower Hunter Freight Corridor?
(a)	How much of this allocation was spent?

ANSWER

I am advised:

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

SQ 405: Lower Hunter Freight Corridor

405	What funding was allocated in the 2019/20 budget towards the planning of Lower Hunter Freight Corridor?
(a)	How much of this allocation was spent?

ANSWER

I am advised:

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

SQ 406: Lower Hunter Freight Corridor

406	What funding was allocated in the 2020/21 budget towards the planning of the Lower Hunter Freight Corridor?
(a)	How much of this allocation was spent?

ANSWER

I am advised:

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

SQ 407: Lower Hunter Freight Corridor

407	Why has the Lower Hunter Freight Corridor stalled?
-----	--

ANSWER

I am advised:

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

SQ 408: Lower Hunter Freight Corridor

408	Is the Government committed to progressing the Lower Hunter Freight Corridor?
-----	---

ANSWER

I am advised:

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

SQ 409: Lower Hunter Freight Corridor

409	Is the Government aware of the significant delays freight trains cause to traffic in Newcastle as they pass through level crossings?
-----	--

ANSWER

I am advised:

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

SQ 410: Lower Hunter Freight Corridor

410	When will the Lower Hunter Freight Corridor be completed?
-----	---

ANSWER

I am advised:

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

SQ 411: Lower Hunter Freight Corridor

411	What work has the Government undertaken to preserve the freight corridor so it does not get built out?
-----	--

ANSWER

I am advised:

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

SQ 412: Lower Hunter Freight Corridor

412	Has any land been acquired for the Lower Hunter Freight Corridor?
-----	---

ANSWER

I am advised:

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

SQ 413: South East Sydney Transport Strategy 2056

413	What action has been taken to preserve the corridors for future Newcastle Light Rail expansions?
-----	--

(a)	If no action has been taken, why?
-----	-----------------------------------

ANSWER

I am advised:

413	I refer you to the response to LA 5075.
-----	---

SQ 414: South East Sydney Transport Strategy 2056

414	Is there possible high-rise development in Newcastle West that could impact on expanding light rail west from the Newcastle Interchange?
-----	--

(a)	If so, what action has been taken to address this?
-----	--

(b)	If not, what action will be taken?
-----	------------------------------------

ANSWER

I am advised:

414	I refer you to the response to LA 5075.
-----	---

SQ415: South East Sydney Transport Strategy 2056

415	Provisions for light rail extensions have been made alongside the Newcastle Bus Interchange for a future line, why have no such provisions been made between there and Tudor Street?
-----	--

ANSWER

I am advised:

415	I refer you to the response to LA 5075.
-----	---

SQ416: South East Sydney Transport Strategy 2056

416	Would future light rail corridors being built out increase the cost and/or the complexity of expanding the light rail?
-----	--

ANSWER

I am advised:

416	I refer you to the response to LA 5075.
-----	---

SQ 417: South East Sydney Transport Strategy 2056

417	Transport for NSW's Newcastle Light Rail expansion business case recommended to 'investigate the full impact on the roads and adjacent properties through alignment optimisation' and 'reduce property impact through further study', has this work been undertaken?
-----	--

(a)	If not, why not?
-----	------------------

ANSWER

I am advised:

417	I refer you to the response to LA 5075.
-----	---

SQ 418: South East Sydney Transport Strategy 2056

418	Will the Minister direct Transport for NSW to undertake extra analysis work and corridor preservation as a priority?
-----	--

ANSWER

I am advised:

418	I refer you to the response to LA 5075.
-----	---

SQ 419: South East Sydney Transport Strategy 2056

419	Has the Minister, Minister's staff or Transport for NSW staff met with Meriton / Karimbla Construction Services regarding the South East Sydney Transport Strategy?
-----	---

(a)	Were meeting file notes kept?
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(b)	What is / are the title(s) of these notes?
(c)	Has Meriton / Karimbla Construction Services written to the Minister or Transport for NSW regarding the South East Sydney Transport Strategy?
i.	If yes, what is the title of this correspondence?

ANSWER

I am advised:

419	Consistent with NSW Government policy, the Minister's meetings are disclosed on the Department of Premier and Cabinet website as required.
-----	--

SQ 420: South East Sydney Transport Strategy 2056

420	Has Transport for NSW communicated with the NSW Department of Planning, Industry and Environment requesting deferral in the consideration of Rezoning Review RR_2020_RANDW_001_00 / 1406-1408 Anzac Parade, Little Bay (Little Bay Cove) by the Sydney Eastern City Planning Panel?
(a)	Please list the titles of all correspondence, meeting file notes, emails between Transport for NSW and the Department of Planning, Industry and Environment relating to Rezoning Review RR_2020_RANDW_001_00.

ANSWER

I am advised:

420	No.
(a)	No documents exist.

SQ 421: South East Sydney Transport Strategy 2056

421	What investigations of Long Bay Correctional Complex have been undertaken as a future site of a Metro stop?
(a)	Has Transport for NSW met with or corresponded with Corrective Services NSW regarding intended future usages of this site?
i.	If yes, were meeting file notes kept?
ii.	What is / are the title(s) of these notes?

ANSWER

I am advised:

421	The <i>South East Sydney Transport Strategy</i> identifies a metro station locality for further investigation that could serve a redeveloped site. No further investigations have been undertaken since the release of the strategy.
(a)	Yes, Transport for NSW met with the then Executive Director CSNSW Infrastructure, Department of Justice, Corrective Services NSW (title accurate in 2018-19). Department of Communities and Justice were part of the collaborative process to develop the <i>South East Sydney Transport Strategy</i> .
i.	Inputs of the collaborative process are reflected in the final <i>South East Sydney Transport Strategy</i> .
ii.	As above.

SQ 422: South East Sydney Transport Strategy 2056

422	What investigations of the Soldiers' Settlement / Matraville Housing Estate have been undertaken as a future site of a Metro stop?
(a)	Has Transport for NSW met with or corresponded with Land and Housing Corporation regarding intended future usages of this site?
i.	If yes, were meeting file notes kept?
ii.	What is / are the title(s) of these notes?

ANSWER

I am advised:

422	No specific sites have been investigated or technical investigations made for future Metro stops in the Randwick or Bayside LGAs. Preferred localities for investigation are shown in the published <i>South East Sydney Transport Strategy</i> and these do not overlay with Soldiers Settlement/Matraville Housing Estate.
(a)	The Land and Housing Corporation participated in workshops throughout the development of the South East Sydney Transport Strategy.
i.	Inputs of the discussions are reflected in the final <i>South East Sydney Transport Strategy</i> .
ii.	As above.

SQ 423: Region 9 Bus services

423	Please list every bus route currently contained within State Transit Region 9 (Region 9).
-----	---

ANSWER

I am advised:

423	This information is publicly available on the Transport for NSW website.
-----	--

SQ 424: Region 9 Bus services

424	As of 1 March 2021, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

424	This information is publicly available on the Transport for NSW website.
-----	--

SQ 425: Region 9 Bus services

425	As of 1 March 2020, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

425	As of March 2020 there were 2490 bus stops located within Region 9 compared with the 2195 bus stops that were located within Region 9 in March 2016.
-----	--

SQ 426: Region 9 Bus services

426	As of 1 March 2019, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

426	I refer you to the answer to Supplementary Question 425.
-----	--

SQ 427: Region 9 Bus services

427	As of 1 March 2018, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

427	I refer you to the answer to Supplementary Question 425.
-----	--

SQ 428: Region 9 Bus services

428	As of 1 March 2017, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

428	I refer you to the answer to Supplementary Question 425.
-----	--

SQ 429: Region 9 Bus services

429	As of 1 March 2016, how many bus stops were located within Region 9?
(a)	Please provide locations/ addresses of these bus stops?

ANSWER

I am advised:

429	I refer you to the answer to Supplementary Question 425.
-----	--

SQ 430: South East Sydney Integrated Service Plan

430	Has the South East Sydney Integrated Service Plan been finalised?
(a)	If yes, when will it be released to the public for consultation?
(b)	If no, what is the title and date of the most recent draft document?

ANSWER

I am advised:

430	<p>Transport for NSW is developing an integrated transport network in Sydney's South East, designed to improve how customers move around the local area and travel between major hubs such as Sydney CBD, Central Station, Randwick, Kingsford, and Taylor Square.</p> <p>This plan will be released for public feedback before any changes are implemented.</p>
-----	--

	<p>This will ensure that customers, the community, and stakeholders are involved in the development of the network where possible and are adequately informed of any proposed changes.</p> <p>Around 1,000 additional weekly services have been added to the timetable since 25 October 2020.</p> <p>To improve the efficiency of the network, Transport for NSW has consolidated some routes from outside of the South East to create more frequent services. One of these changes was the removal of the M10 and M50 which travel from Leichhardt to Maroubra Junction (M10) and Drummoyne to Coogee (M50), linking the inner west with the south east via the Sydney CBD.</p> <p>For the 96 per cent of M10 and M50 customers who go from the South East to the CBD, there are still a number of frequent bus options to continue their journey.</p>
--	---

SQ 431: South East Sydney Integrated Service Plan

431	Can you please confirm that the most recent version, including any past draft versions, of the South East Sydney Integrated Service Plan proposed the cancellation of the following bus routes:
(a)	The 302, 314, 317, 373, 376, 377, 393, 394, 395, 397, 399, L94, M10, M50, 891, 893?
(b)	If only some, could you please confirm which of the above will be cancelled, re-routed or renumbered?

ANSWER

I am advised:

431	<p>Transport for NSW is developing an integrated transport network in Sydney's South East, designed to improve how customers move around the local area and travel between major hubs such as Sydney CBD, Central Station, Randwick, Kingsford, and Taylor Square.</p> <p>This plan will be released for public feedback before any changes are implemented.</p> <p>This will ensure that customers, the community, and stakeholders are involved in the development of the network where possible and are adequately informed of any proposed changes.</p> <p>Around 1,000 additional weekly services have been added to the timetable since 25 October 2020.</p> <p>To improve the efficiency of the network, Transport for NSW has consolidated some routes from outside of the South East to create more frequent services. One of these changes was the removal of the M10 and M50 which travel from Leichhardt to Maroubra Junction (M10) and Drummoyne to Coogee (M50), linking the inner west with the south east via the Sydney CBD.</p>
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	For the 96 per cent of M10 and M50 customers who go from the South East to the CBD, there are still a number of frequent bus options to continue their journey.
--	---

SQ 432: South East Sydney Integrated Service Plan

432	On March 2 2020, a spokesperson for Transport for NSW is reported in the Sydney Morning as saying “any changes to the network would be released for public feedback”. When does the NSW Government intend on releasing these changes for community feedback?
(a)	What form will public consultation take?
(b)	Will the public be able to comment on changes to the overall network or will they only be notified of individual route changes?
(c)	How does Transport for NSW intend on notifying the public of proposed changes?
(d)	For how long is the public going to be given to comment on proposed changes?

ANSWER

I am advised:

432	<p>Transport for NSW is developing an integrated transport network in Sydney’s South East, designed to improve how customers move around the local area and travel between major hubs such as Sydney CBD, Central Station, Randwick, Kingsford, and Taylor Square.</p> <p>This plan will be released for public feedback before any changes are implemented.</p> <p>This will ensure that customers, the community, and stakeholders are involved in the development of the network where possible and are adequately informed of any proposed changes.</p> <p>Around 1,000 additional weekly services have been added to the timetable since 25 October 2020.</p> <p>To improve the efficiency of the network, Transport for NSW has consolidated some routes from outside of the South East to create more frequent services. One of these changes was the removal of the M10 and M50 which travel from Leichhardt to Maroubra Junction (M10) and Drummoyne to Coogee (M50), linking the inner west with the south east via the Sydney CBD.</p> <p>For the 96 per cent of M10 and M50 customers who go from the South East to the CBD, there are still a number of frequent bus options to continue their journey.</p>
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SQ 433: Yarra Bay Cruise Ship Terminal

433	On April 12, 2020, the Sydney Morning Herald reports Transport Minister Andrew Constance as saying that the proposal for a cruise terminal at Yarra Bay had now been 'put on hold with all industry and community engagement suspended'.
(a)	Has any work continued on the Cruise Capacity Detailed Business case since this time?
(b)	How many staff members within the Port Authority of NSW have since been retained to work on Cruise Capacity Detailed Business Case?
(c)	What meetings have Transport for NSW or the Port Authority of NSW had with the cruise industry since the April 2020?
(d)	What is the anticipated resumption date for work on the Cruise Capacity Detailed Business Case?

ANSWER

I am advised:

433	I refer you to the answer provided in the hearing.
-----	--

SQ 434: Kamay Wharves project – La Perouse Ferry

434	What is the size of the proposed wharf in metres?
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ANSWER

I am advised:

434	The total length of the La Perouse and Kurnell wharves are approximately 150 metres and 225 metres respectively.
-----	--

SQ 435: Kamay Wharves project – La Perouse Ferry

435	What is the expected maximum passenger capacity of the ferry?
(a)	What class of vessel is anticipated to be operated?

ANSWER

I am advised:

435	It is too early to speculate.
-----	-------------------------------

SQ 436: Kamay Wharves project – La Perouse Ferry

436	Are additional bus services intended to be run to accommodate ferry passengers?
(a)	How many additional bus services are being investigated?

ANSWER

I am advised:

436	Any potential changes to the bus network will be determined closer to the time, and will be dependent on current and future demand for customer access to ferry services as part of an integrated public transport network.
-----	---

SQ 437: Kamay Wharves project – La Perouse Ferry

437	What are the intended hours of operation for the Ferry?
-----	---

ANSWER

I am advised:

437	It is too early to speculate.
-----	-------------------------------

SQ 438: Kamay Wharves project – La Perouse Ferry

438	What private usages for the wharves are currently envisaged?
(a)	What process is envisaged to determine a private operator is given access to the wharves?

ANSWER

I am advised:

438	It is envisaged that the wharf infrastructure would be available for short-term use by non-ferry commercial vessel operators, and community members including recreational boat users and fishers.
(a)	The process for determining private operator access arrangements is still under development.

SQ 439: Kamay Wharves project – La Perouse Ferry

439	Does Transport for NSW expect there to be any parking loss?
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ANSWER

I am advised:

439	The project is not expected to result in any loss of existing car parking.
-----	--