

**PORTFOLIO COMMITTEE NO. 6 – PORTFOLIO COMMITTEE NO. 6 –  
INFRASTRUCTURE, CITIES, ACTIVE TRANSPORT – SUPPLEMENTARY  
QUESTIONS – 14 MARCH 2022**

**SQ001**

How many traffic control systems (TCS) approvals are currently outstanding?

**ANSWER**

I am advised:

There are approximately 150 traffic control signal reviews outstanding.

**SQ002**

What is the average length of time it takes to assess and issue a Traffic Control System application?

**ANSWER**

I am advised:

The length of time required to approve a traffic control signal application is dependent on a number of factors including the significance of the site, the level of change required, the quality of the plans and supporting documentation, and the priority given to the application. Priority is given to sites addressing safety concerns as well as major projects such as Parramatta Light Rail, Sydney Metro or WestConnex.

**SQ003**

Why are these approvals currently delayed?

**ANSWER**

I am advised:

The development, review and operation of traffic control signals is a specialised technical capability with limited resources across NSW and Australia. The NSW Government has committed \$71.5 billion over four years to its transport infrastructure program. Like most infrastructure specialties, this has created an unprecedented demand for these limited specialised resources. Traffic control signals are a complex traffic facility and must undergo a comprehensive review to ensure they operate safely when implemented. The pandemic has also influenced review timeframes.

**SQ004**

How many applications under the TCS program are currently outstanding?

**ANSWER**

I am advised:

There is no traffic control signal program. Refer to the answer to SQ001.

**SQ005**

TCS approvals are often associated with dangerous crossings or intersections where there is a high risk to pedestrians like the one outside Dulwich Hill Station, are they not?

**ANSWER**

I am advised:

Transport for NSW is working closely with Inner West Council to improve pedestrian safety at the intersection of Wardell Road and Dudley Street in Dulwich Hill. This design review process, in which Transport for NSW engages with both the Council and designers, carefully considers all measures aimed at ensuring the planned works meet the required safety and design standards.

**SQ006**

Do you think delays in approving these applications are acceptable?

**ANSWER**

I am advised:

The recent impact of the pandemic as well as the specialised technical capabilities required have meant the review process for some projects may take a little longer. However, Transport for NSW will always take the necessary time to consider all design measures to ensure road user safety.

**SQ007**

What will the Department do to ensure these approvals are made in a more appropriate timeframe?

**ANSWER**

I am advised:

Transport for NSW is prioritising reviews, with traffic control signals designed to address critical safety issues being given priority.

**SQ008**

Does the Department have a plan to integrate cycling and pedestrian links into the Airport Metro project?

**ANSWER**

I am advised:

Yes. Sydney Metro is providing local active transport connections in new station precincts at Orchard Hills and Luddenham and along the rail corridor from Orchard Hills to the Warragamba Pipeline. Sydney Metro has adopted the Western Sydney Street Design Guidelines for the precinct streets that it is delivering and these include generous pedestrian and cycling provisions.  
Sydney Metro is developing a strategy to identify other active transport opportunities along the alignment.

**SQ009**

Does the Department have a plan to integrate cycling and pedestrian links into the CBD and South West Metro project?

**ANSWER**

I am advised:

Yes. Sydney Metro City & Southwest will integrate walking and cycling access as part of the design of the new stations and precincts and provide at least 1,000 bicycle parking spaces.  
In line with the project's conditions of approval, Sydney Metro will be delivering improvements in east-west pedestrian and cycling enhancements between Sydenham and Bankstown.

**SQ010**

Does the Department have a plan to deliver further cycling and pedestrian links to the existing North West Metro line?

**ANSWER**

I am advised:

Yes. Construction on the Glenwood Pedestrian Link has recently been completed and is expected to open to the public in Q2 2022 providing improved pedestrian access between Glenwood and Bella Vista Station.

**SQ011**

Does the Department have a plan to deliver further cycling and pedestrian links to the existing CBD Light Rail line?

**ANSWER**

I am advised:

Transport for NSW is working with the City of Sydney in the northern part of Sydney's CBD on a number of projects. This includes the King Street cycleway between Queens Square and Pitt Street, investigation to further extend the King Street cycleway between Pitt Street and Clarence Street, design and development of the Liverpool Street cycleway between College Street and Castlereagh Street and planned expansion of the existing pedestrianisation zone along George Street.

**SQ012**

Does the Department have a plan to integrate cycling and pedestrian links into the proposed Circular Quay redevelopment?

**ANSWER**

I am advised:

Yes. Circular Quay is a critical transport interchange in the heart of Sydney, and the only interchange in the city where ferry, light rail, heavy rail, bus, taxi as well as active transport modes converge. The renewal of Circular Quay will ensure better active transport connections in and around Circular Quay. Bicycle parking is also being considered for selected locations around the Circular Quay precinct.

**SQ013**

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

**ANSWER**

I am advised:

In December 2021, the new Cities and Active Transport Division within Transport for NSW was announced.  
Active Transport is one of several branches that have come to form part of the Cities and Active Transport Division.  
The Active Transport branch was first established in July 2021, bringing together resources from across the business who were focussed on the planning, strategy and management of active transport related projects.  
The Transport Cluster consists of approximately 30,000 staff, with many of these roles supporting and contributing towards active transport outcomes.

**SQ014**

How have staffing numbers within this unit changed in each of the past ten years?

**ANSWER**

I am advised:

Refer to the answer to SQ013.

**SQ015**

What is the total budget allocation in 2021-2022 for the unit responsible for coordinating Active Transport?

**ANSWER**

I am advised:

Refer to the answer to SQ013.

**SQ016**

How many people are currently registered for bike lockers in NSW?

**ANSWER**

I am advised:

There are currently almost 16,900 customers registered to use bicycle parking facilities, which includes both bike sheds and lockers.

**SQ017**

Has this number increased or decreased in each of the past three years?  
(a) By how much?

**ANSWER**

I am advised:

Transport for NSW does not hold this information in this form.

**SQ018**

How many bike lockers are currently free and available?

**ANSWER**

I am advised:

There are approximately 475 bike lockers available.

**SQ019**

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

**ANSWER**

I am advised:

The total amount of money raised through key registrations for bike lockers is approximately \$77,500 per annum.

**SQ020**

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

**ANSWER**

I am advised:

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, infrastructure and facilities, we help keep people safe while encouraging more individuals to take up these modes of travel. Bicycle facilities will be progressively improved as transport interchanges are upgraded.

Currently, the NSW Government's total investment in Active Transport is around \$1.5 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.

**SQ021**

Has this money been budgeted?

**ANSWER**

I am advised:

Refer to the answer to SQ020.

**SQ022**

What is the amount budgeted to install new bike lockers?

**ANSWER**

I am advised:

Refer to the answer to SQ020.

**SQ023**

What is the annual cost of maintaining bike lockers?

**ANSWER**

I am advised:

The cost of maintaining bike lockers and sheds is around \$900,000 per annum.

**SQ024**

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

**ANSWER**

I am advised:

Since 1 February 2020, five bikes have been reported as stolen.

**SQ025**

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

**ANSWER**

I am advised:

Since 1 February 2020, there have been no reports of damaged bikes.

**SQ026**

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

**ANSWER**

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites. 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. Eight bike sheds were also delivered by Sydney Metro.

Since 1 February 2020, no sheds or lockers have been constructed, however 12 existing sheds were added to the access control system.

**SQ027**

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

**ANSWER**

I am advised:

On 1 February 2020, there were 8,651 people registered for shed access, and on 1 February 2021, 10,261 people were registered. There are currently, 12,292 people registered for shed access.

**SQ028**

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

**ANSWER**

I am advised:

There are a total of 34 bike sheds that house 1,150 bike spaces. Bike sheds are accessed using Opal cards. There are approximately 12,300 Opal cards registered for bike shed access.

**SQ029**

What is the total cost of maintaining bike sheds?

**ANSWER**

I am advised:

Refer to the answer to SQ023.

**SQ030**

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

**ANSWER**

I am advised:

Refer to the answer to SQ023.

**SQ031**

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

**ANSWER**

I am advised:

Since 1 February 2020, 22 bikes have been reported as stolen.

**SQ032**

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

**ANSWER**

I am advised:

Since 1 February 2020, there have been three reports of damaged bikes.

**SQ033**

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

**ANSWER**

I am advised:

Currently, the NSW Government's total investment in Active Transport is around \$1.5 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.

**SQ034**

Has this money been budgeted?

**ANSWER**

I am advised:

Refer to the answer to SQ033.

**SQ035**

What is the amount budgeted to install new bike sheds?

**ANSWER**

I am advised:

Refer to the answer to SQ033.

**SQ036**

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

**ANSWER**

I am advised:

Transport for NSW has responsibility for existing and future potential cycling routes across Greater Sydney. Sydney Metro is providing local active transport connections in new station precincts at Orchard Hills and Luddenham and along the rail corridor from Orchard Hills to the Warragamba Pipeline. Sydney Metro has adopted the Western Sydney Street Design Guidelines for the precinct streets that it is delivering. These Guidelines include generous pedestrian and cycling provisions. Additionally, Sydney Metro is developing an active transport strategy to identify other active transport opportunities along the alignment.

**SQ037**

How many fines were issued for cycling or personal transport fines in 2020-2021?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ038**

What was the total revenue intake stemming from cycling or personal transport fines in 2020-2021?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ039**

How many fines were issued for failing to leave one metre when passing a cyclist in 2020-2021?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ040**

What was the total revenue intake stemming from fines issued for failing to leave one metre when passing a cyclist in 2020-2021?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ041**

How many fines have been issued for cycling or personal transport fines to date in 2021-2022?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ042**

What is the total revenue intake stemming from cycling or personal transport fines in 2021-2022 to date?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ043**

How many fines have been issued for failing to leave one metre when passing a cyclist in 2021-2022 to date?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ044**

What is the total revenue intake stemming from fines issued for failing to leave one metre when passing a cyclist in 2021-2022 to date?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ045**

How many fines were issued to people for the use of personal mobility devices such as e-scooters in 2020-2021?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ046**

How many fines have been issued to people for the use of personal mobility devices such as e-scooters in 2021-2022 to date?

**ANSWER**

I am advised:

This is a matter for the Minister for Customer Service and Digital Government.

**SQ047**

What is the actual amount that has been spent on new active transport infrastructure in 2020-2021?

(a) What is the total amount spent on each new infrastructure project included in this sum?

**ANSWER**

I am advised:

The NSW Government's total investment in Active Transport is around \$1.5 billion – the largest commitment in the State's history. The NSW Government is committed to encouraging people to walk and cycle as part of their everyday travel. We recognise that not only does it help relieve pressure on our roads and public transport system, but also offers walking and cycling as a healthy, active travel option for everyday trips.

The focus for Active Transport infrastructure in 2020-2021 was predominately on the delivery of pop up cycleways as part of the broader COVID-19 response and the allocation of grants through the walking and cycling program, now known as Get NSW Active.

This program delivers Active Transport infrastructure through the provision of grants to local councils. In the financial year 2020-2021, \$55.4 million in grants were allocated and included across 91 projects. Further detail on these projects can be found on our website at

<https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program>

**SQ048**

How much of this was spent on projects specifically designed for walking?

**ANSWER**

I am advised:

Walking is integral to our transport system and critical for creating successful places. Elements of walking are included in most projects that Transport for NSW delivers.

Some of the key walking projects delivered in 2020-21 by Transport for NSW include:

- Lismore City Council footpath improvements at Hunter Street, Dibbs Street and Bangalow Road
- The creation of a continuous shared path along Old South Head Road between the intersections with Paul Street and Bon Accord Avenue in Waverley Council
- The completion of missing links in the footpath network along Dry Dock Road, Tweed Heads South, between the intersection of Sunshine Avenue and Fraser Drive.

**SQ049**

What is the actual amount spent on new active transport infrastructure to date in 2021-2022?

**ANSWER**

I am advised:

The NSW Government's total investment in Active Transport is around \$1.5 billion – the largest commitment in the State's history. The NSW Government is committed to encouraging people to walk and cycle as part of their everyday travel. We recognise that not only does it help relieve pressure on our roads and public transport system, but also offers walking and cycling as a healthy, active travel option for everyday trips.

Transport for NSW has awarded 32 Active Transport projects in 2021-22, including Stage Two of the Sutherland to Cronulla Active Transport Link, completion of additional sections of the Alfred Street Cycleway at Parramatta, and constructing new shared pathways in Newcastle and Parkes.

The creation of the Cities and Active Transport Division in December 2021 allowed for a review and collection of more detailed information related to capturing and reporting on a broad range of active transport investment and improved outcomes across the Cluster.

**SQ050**

How much of this was spent on projects specifically designed for walking?

**ANSWER**

I am advised:

Walking is integral to our transport system and to successful places. Elements of walking are included in most projects that Transport for NSW delivers.

Some of the key walking-only projects delivered in the 2021-22 financial year include the pedestrian bridge over Barnes Gully, part of the Goonoo Goonoo Road connection to sporting and entertainment precincts; and footpath improvements on Dalton Street, Dubbo.

**SQ051**

What is the Government's estimation of cycling and walking rates in Greater Sydney in 2020-2021 and to date in 2021-2022?

**ANSWER**

I am advised:

Information is publicly available in the National Walking and Cycling Participation Survey 2021. The results are based on survey fieldwork which was conducted between March and June 2021.

**SQ052**

How many accidents involving cyclists were recorded in 2020-2021?

**ANSWER**

I am advised:

From 1 July 2020 to 30 June 2021, there were 783 recorded road crashes involving a cyclist.

**SQ053**

How many accidents involving cyclists have been recorded between 1 July 2021 and 14 March 2022?

**ANSWER**

I am advised:

From 1 July 2021 to 14 March 2022, there were 291 recorded road crashes involving a cyclist.

**SQ054**

In 2020-2021 and to date in 2021-2022, how many of these incidents have been reported by cyclists?

**ANSWER**

I am advised:

This is a matter for the Minister for Police.

**SQ055**

In 2020-2021 and to date in 2021-2022, how many of these incidents have been as a result of motorists not obeying the one-metre passing law?

**ANSWER**

I am advised:

This is a matter for the Minister for Police.

**SQ056**

Does the Centre for Road Safety record the number of cyclist hospitalisations each year?  
(a) If so, how many cyclists have been hospitalised in 2020-2021 and to date in 2021-2022?

**ANSWER**

I am advised:

There is approximately six to nine months lag in the data collected by the Centre for Road Safety. The most recent data is to 30 June 2021. From 1 July 2020 to 30 June 2021, approximately 2,000 cyclists were hospitalised as a result of road crashes.

**SQ057**

What was the total amount spent in the 2020-2021 financial year on education campaigns to promote cyclist safety?

**ANSWER**

I am advised:

In 2020-21, \$85,020 was spent on cycling safety education campaigns.

**SQ058**

What was the total amount spent in the 2020-2021 financial year on education campaigns to promote pedestrian safety?

**ANSWER**

I am advised:

In 2020-21, almost \$350,000 was spent on pedestrian safety education campaigns. This included the Behavioural Road User Program which promotes the 'Look Out Before You Step Out' pedestrian safety education campaign, through installing pavement markers at key intersections across the State.

**SQ059**

What is the total amount allocated in the 2021-2022 financial year on education campaigns to promote cyclist safety?

**ANSWER**

I am advised:

In 2021-22, \$570,000 has been allocated on cycling safety education campaigns to support a new campaign targeting both bicycle riders and drivers. It is intended to educate people about their road safety responsibilities and how to better manage risks that can lead to cycling casualty crashes.

**SQ060**

What is the total amount allocated in the 2021-2022 financial year on education campaigns to promote pedestrian safety?

**ANSWER**

I am advised:

In 2021-22, \$318,000 has also been allocated to the continuation of the 'Look Out Before You Step Out' pedestrian safety education campaign.  
In 2021-22, \$240,000 has been allocated to develop a new pedestrian safety education campaign. This campaign will seek to reduce risky or non-compliant behaviour by pedestrians when crossing or on the road.

**SQ061**

What is the progress of the feasibility study for the Opera House to Parramatta Walk?

**ANSWER**

I am advised:

The feasibility study was completed in late 2021. Transport for NSW is working to provide the final report to Government for consideration.

**SQ062**

What specific funding allocations have been made in the 2021-2022 State Budget to fund projects associated with the delivery of the Opera House to Parramatta Walk?

**ANSWER**

I am advised:

In 2021-2022, the NSW Government allocated \$500,000 to fund a study on the proposed Opera House to Parramatta pathway.

**SQ063**

As of 14 March 2022, how many FTE staff are currently employed in the unit within Transport for NSW responsible for active transport?

**ANSWER**

I am advised:

Refer to the answer to SQ013.

**SQ064**

What is the total amount of funding allocated in the 2021-2022 State Budget for staffing the unit within Transport for NSW responsible for active transport?

**ANSWER**

I am advised:

Refer to the answer to SQ013.

**SQ065**

What was the total amount expended in the 2020-2021 financial year on consultancy fees pertaining to active transport projects or policies?

**ANSWER**

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

**SQ066**

What is the total amount budgeted in the 2021-2022 financial year for consultancy fees related to active transport projects or policies?

**ANSWER**

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants in 2021-2022 will be publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites when available.

**SQ067**

How much has been spent on consultancy fees related to active transport projects or policies as of 14 March 2022?

**ANSWER**

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

**SQ068**

What is the total amount expended in 2020-2021 by the NSW State Government on the construction of new footpaths across NSW?

**ANSWER**

I am advised:

TfNSW may construct new footpaths as part of major road projects on State roads. Footpath construction is incorporated into broader project budgets.

**SQ069**

What is the total amount expended in 2020-2021 by the NSW State Government on the repair of existing footpaths across NSW?

**ANSWER**

I am advised:

Repair and maintenance of footpaths is the responsibility of local councils.

**SQ070**

What is the total amount allocated in the 2021-2022 State Budget for the construction of new footpaths across NSW?

**ANSWER**

I am advised:

Refer to the answer to SQ068.

**SQ071**

What is the total amount allocated in the 2021-2022 State Budget for the NSW State Government on the repair of existing footpaths across NSW?

**ANSWER**

I am advised:

Refer to the answer to SQ069

**SQ072**

Given the importance of footpaths and shared paths as active transport infrastructure, will the Minister for Infrastructure, Cities and Active Transport have oversight of footpaths?  
(a) Why or why not?

**ANSWER**

I am advised:

Walking is, along with cycling, one of the main forms of active transport, and improving walking infrastructure such as footpaths will be an important component of the portfolio. The NSW Government will work closely with all stakeholders, including local government, to improve footpaths.

**SQ073**

How many accidents involving pedestrians were recorded in 2020-2021?

**ANSWER**

I am advised:

From 1 July 2020 to 30 June 2021, there were 1027 recorded road crashes involving a pedestrian.

**SQ074**

How many accidents involving pedestrians have been recorded between 1 July 2021 and 14 March 2022?

**ANSWER**

I am advised:

From 1 July 2021 to 14 March 2022, there were 319 recorded road crashes involving a pedestrian.

**SQ075**

In 2020-2021 and to date in 2021-2022, how many of these incidents have been reported by pedestrians?

**ANSWER**

I am advised:

This is a matter for the Minister for Police.

**SQ076**

Does the Centre for Road Safety record the number of pedestrian hospitalisations each year?  
(a) If so, how many pedestrians have been hospitalised in 2020-2021 and to date in 2021-2022?

**ANSWER**

I am advised:

There is approximately six to nine months lag in the data collected by the Centre for Road Safety. The most recent data is to 30 June 2021.  
From 1 July 2020 to 30 June 2021, there were 847 pedestrians hospitalised as a result of road crashes.

**SQ077**

What was the total amount spent by Transport for NSW to the Road Safety Education program in 2020-2021?

**ANSWER**

I am advised:

Transport for NSW funds the Road Safety Education Program which provides educational resources and professional development to teachers and childhood educators throughout NSW. The program is a partnership with the Association of Independent Schools, Catholic Schools NSW, Department of Education as well as Kids and Traffic, the Early Childhood Road Safety Education Program at Macquarie University. The partnership supports delivery of road safety education to more than 3,000 primary and secondary schools by classroom teachers and a further 3,500 early childhood centres.

In 2020-21, \$5.8 million was spent on the Road Safety School Education Program and in 2021-2022, \$5 million has been allocated to the Road Safety Education Program

**SQ078**

What is the total amount Transport for NSW has allocated to the budget of the Road Safety Education program in 2021-2022?

**ANSWER**

I am advised:

Transport for NSW funds the Behavioural Road User Program which delivers behavioural-focused road safety initiatives at a regional level to reduce the incidence and severity of crashes in this State. The program targets key road safety behavioural issues and at-risk road user groups.

In 2020-2021, \$6.9 million was spent on the Road User Behavioural Program, and in 2021-2022, \$7.4 million has been allocated to the Road User Behavioural Program.

**SQ079**

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

**ANSWER**

I am advised:

A total of 19 full-time Road Safety Education officers are employed by Transport for NSW.

**SQ080**

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

**ANSWER**

I am advised:

One Road Safety Education Officer position is vacant.

**SQ081**

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

**ANSWER**

I am advised:

Road Safety Education Officers are not involved in the design of road safety around new schools in greenfield developments.

**SQ082**

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

**ANSWER**

I am advised:

Currently the total ratio is 224 schools:1 Road Safety Education Officer.

**SQ083**

What is the total amount spent on road safety improvements around NSW schools in 2020-2021?

**ANSWER**

I am advised:

As part of the Federal Stimulus Road Safety Program 2020-2021, Tranche 1 in 2020-21, Transport for NSW spent \$11 million on school zone infrastructure.

**SQ084**

What is the total amount allocated to road safety improvements around NSW schools in 2021-2022?

**ANSWER**

I am advised:

As part of the Federal Stimulus Road Safety Program 2021-2022, Tranches 2 and 3, \$39.1 million has been allocated to deliver road safety infrastructure upgrades for NSW schools.

**SQ085**

As of 14 March 2022, to date what is the total amount spent on road safety improvements around NSW schools in 2021-2022?

**ANSWER**

I am advised:

As part of the Federal Stimulus Road Safety Program 2021-22, Tranches 2 and 3, \$24.8 million to date has been spent upgrading school zone infrastructure including pedestrian crossings.

**SQ086**

What is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in 2020-2021?

**ANSWER**

I am advised:

The total amount spent renewing line markings cannot be provided as many of the roads around schools are local roads under the care and control of local government.  
Transport for NSW spent approximately \$7.5 million maintaining line markings, including dragon's teeth, on roads around NSW schools in 2020-21.

**SQ087**

What is the total amount allocated to renewing line markings such as dragon's teeth around NSW schools in 2021-2022?

**ANSWER**

I am advised:

The total amount spent renewing line markings cannot be provided as many of the roads around schools are local roads under the care and control of local government.

**SQ088**

As of 14 March 2022, to date what is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in 2021-2022?

**ANSWER**

I am advised:

Refer to the answer to SQ087.

**SQ089**

What is the total amount spent on maintaining school zone flashing lights around NSW schools in 2020-2021?

**ANSWER**

I am advised:

In 2020-2021, \$5.4 million has been spent on maintaining school zone flashing lights around NSW schools.

**SQ090**

What is the total amount allocated to maintaining school zone flashing lights around NSW schools in 2021-2022?

**ANSWER**

I am advised:

In 2021-2022, \$7.8 million has been allocated to School Zone Flashing Lights program, consisting of \$2.3 million for school zone flashing light new installations, relocations and renewal, and \$5.5 million for school zone flashing maintenance.

**SQ091**

As of 14 March 2022, to date what is the total amount spent on maintaining school zone flashing lights around NSW schools in 2021-2022?

**ANSWER**

I am advised:

As at 14 March 2022, the total amount spent on maintaining school zone flashing lights around NSW schools for 2021-22 is \$2.06 million.  
The maintenance contract for maintaining school zone flashing lights is performance-based and one of the service providers has scheduled their works to occur during the later months of the year.

**SQ092**

What is the total amount spent on upgrading pedestrian crossings around NSW schools in 2020-2021?

**ANSWER**

I am advised:

As part of the Federal Stimulus Road Safety Program 2020-2021, Tranche 1 in 2020-2021, a total of \$11.1 million was spent on school zone infrastructure including pedestrian crossings.

**SQ093**

What is the total amount allocated to upgrading pedestrian crossings around NSW schools in 2021-2022?

**ANSWER**

I am advised:

As part of the Federal Stimulus Road Safety Program 2021-2022, Tranches 2 and 3, a total of \$24.8 million has been spent upgrading school zone infrastructure including pedestrian crossings.

**SQ094**

What is the total amount spent on employing crossing supervisors for NSW schools in 2020-2021?

**ANSWER**

I am advised:

The total amount spent in 2020-21 was \$18.4 million across the program.

**SQ095**

What is the total amount spent on employing crossing supervisors for NSW schools in 2020- 2021?

**ANSWER**

I am advised:

The total amount budgeted for 2021-22 is \$21.8 million across the program

**SQ096**

What is the total amount allocated to employing crossing supervisors for NSW schools in 2021-2022?

**ANSWER**

I am advised:

Refer to the answer to SQ095.

**SQ097**

As of 14 March 2022, to date what is the total amount spent on employing crossing supervisors for NSW schools in 2021-2022?

**ANSWER**

I am advised:

At 1 March 2022, \$13.6 million has been spent on employing crossing supervisors for NSW Schools in 2021-22.

**SQ098**

What is the total amount spent on hiring new crossing supervisors for NSW schools in 2020-2021?

**ANSWER**

I am advised:

The total amount spent in 2020-21 was \$18.4 million across the program.

**SQ99**

What is the total amount allocated to hiring new crossing supervisors for NSW schools in 2021-2022?

**ANSWER**

I am advised:

The total amount budgeted for 2021-22 is \$21.8 million across the program. Financial reporting does not provide the breakdown of individual hires.

**SQ100**

As of 14 March 2022, to date what is the total amount spent on hiring new crossing supervisors for NSW schools in 2021-2022?

**ANSWER**

I am advised:

Refer to the answer to SQ097.

**SQ101**

As of 14 March 2022, how many NSW schools do not have at least one crossing supervisor?

**ANSWER**

I am advised:

Transport for NSW does not hold this information.

**SQ102**

In 2020-2021, how many schools applied for a crossing supervisor?

**ANSWER**

I am advised:

239 applications were received in total. 26 applications are still required to be assessed.

**SQ103**

How many schools to date in 2021-2022 have applied for a crossing supervisor?

**ANSWER**

I am advised:

As at 23 March 2022, 31 applications have been received. Warrant counts have commenced following the lifting of COVID-19 Public Health Orders.

**SQ104**

In 2020-2021, how many schools applied for a crossing supervisor and were rejected?

**ANSWER**

I am advised:

239 applications were received in total. As at 23 March 2022, 26 applications are still required to be assessed. Warrant counts have commenced following the lifting of COVID-19 Public Health Orders.

61 applications did not meet the criteria for various reasons including no crossings, no infant and primary school students and no 40km/h school zones.

For a site to be eligible for a school crossing supervisor it must meet the following criteria:

- The site must have an existing children's crossing, pedestrian crossing (zebra) or combined crossing (children's and zebra)
- The crossing must be used by infant and/or primary school children
- The site must be located within a 40km/h school zone
- In the morning or afternoon, the crossing must register counts of either:
  - 50 or more unaccompanied infant and/or primary school children, or
  - 300 or more passenger car units (heavy vehicles over three tonnes unladen are counted as two passenger car units)
- The site must be considered a safe working environment for a school crossing supervisor.

**SQ105**

How many schools to date in 2021-2022 have applied for a crossing supervisor and were rejected?

**ANSWER**

I am advised:

As at 23 March 2022, 31 applications have been received and no applications were rejected. Warrant counts have commenced following the lifting of COVID-19 Public Health Orders.

**SQ106**

How many employees who identify with having a disability are employed by:  
(a) Infrastructure NSW  
(b) Greater Sydney Commission

**ANSWER**

I am advised:

Infrastructure NSW and the Greater Sydney Commission publishes workforce diversity data in their respective Annual Reports, which are available online.

**SQ107**

How many senior managers who identify with having a disability are employed by:  
(a) Infrastructure NSW  
(b) Greater Sydney Commission

**ANSWER**

I am advised:

Refer to the answer to SQ106.