

BUDGET ESTIMATES 2022

**Questions taken on notice
Portfolio Committee No. 6 – Transport**

Minister Ward

Hearing: Wednesday 24 August 2022

Answers due: 5pm Tuesday 20 September 2022

**PORTFOLIO COMMITTEE NO. 6 – METROPOLITAN ROADS –
QUESTIONS ON NOTICE – 24 AUGUST 2022**

QoN01

The Hon. DANIEL MOOKHEY: Minister, can you just tell me then, what do you expect to recover of that \$164 million from the harbour tunnel and the Harbour Bridge?

The Hon. NATALIE WARD: I'll take it on notice, Mr Mookhey.

The Hon. DANIEL MOOKHEY: Minister, your Government said that in 2020, it collected \$42,912,987 from the harbour tunnel. In the last decade, the average amount paid by harbour tunnel users is around \$45 million. Can we expect to be collecting around \$45 million next year?

The Hon. NATALIE WARD: I don't know, Mr Mookhey. It's a hypothetical. It's in the future. I don't have a crystal ball, as much as I'd love to. There are obviously projections that are around. That is a question for Treasury. I've said that I will take it on notice, but I can't guess into the future.

ANSWER

I am advised:

In the financial year 2022-23, the \$164 million forecasted revenue in the budget papers includes \$79 million for the Harbour Bridge and \$45 million for the Harbour Tunnel.

QoN02

The Hon. JOHN GRAHAM: Minister, can I ask what are the budget assumptions that underlie that 28 per cent jump in toll revenue from these two roads?

The Hon. NATALIE WARD: I've taken that particular question on notice, but Mr de Kock might speak to the specifics.

ANSWER

I am advised:

The assumptions behind the budget revenue uplift of 28 per cent is mainly driven by the addition of two new toll roads in 2025-26, the Western Harbour Tunnel/Harbour Crossing and the M6 Stage 1.

QoN03

The Hon. JOHN GRAHAM: Mr de Kock, there is not time to revise this, We'll certainly come to you. I'm asking a very specific question. Do we know of any other errors with the E-Toll system that are impacting on drivers?

ROB SHARP: I will have to defer to Mr de Kock on that.

JOOST DE KOCK: Thank you for the question. Maybe just to go back, I think it's very important that we actually put a new tolling system in place for the—

The Hon. JOHN GRAHAM: Mr de Kock, there is not time to revise this. We'll certainly come to you. I'm asking a very specific question: Do we know of other errors affecting drivers with the e-toll system?

JOOST DE KOCK: As the Minister and the secretary has mentioned, there was the 40,000 and the 78,000. There's also another issue with

some of the addresses that were impacted, about 14,000 customers, but not impacted any financials.

The Hon. JOHN GRAHAM: Fourteen thousand.

JOOST DE KOCK: That's correct.

The Hon. JOHN GRAHAM: Thank you. Minister or officials, what is the total amount of money involved in these errors?

The Hon. NATALIE WARD: We'll take that on notice.

ANSWER

I am advised:

All funds unnecessarily topped-up or incorrectly removed from the accounts of e-toll customers were promptly refunded by Transport for NSW.

QoN04

The Hon. DANIEL MOOKHEY: When were you notified of an unsolicited proposal in respect to the M7?

The Hon. NATALIE WARD: Noting that that is publicly known, Mr Mookhey—it's not secret—we have an unsolicited proposal process set up by our Government to ensure that we have a proper process around unsolicited proposals. We welcome them where they can fill gaps.

The Hon. DANIEL MOOKHEY: When were you notified?

The Hon. NATALIE WARD: Of what?

The Hon. DANIEL MOOKHEY: The proposal in respect to the M7.

The Hon. NATALIE WARD: That's managed through the department.

So—

The Hon. DANIEL MOOKHEY: It is. But were you notified? We'll happily hear from the department, but were you actually notified about the fact an unsolicited proposal has come in in respect to the M7?

The Hon. NATALIE WARD: Yes. I've been briefed on all of our projects across eight motorways being delivered.

The Hon. DANIEL MOOKHEY: Do you mind, then, just perhaps telling me when were you briefed?

The Hon. NATALIE WARD: I have to take that on notice, Mr Mookhey.

The Hon. DANIEL MOOKHEY: Was it before 5 May 2022?

The Hon. NATALIE WARD: I said I'd have to take that on notice, Mr Mookhey. I've been briefed as incoming—

The Hon. DANIEL MOOKHEY: Were you asked to approve—

The Hon. NATALIE WARD: Sorry. Just to be clear, Mr Mookhey, if I may answer that, as an incoming Minister I receive a brief. As an incoming Minister I received that brief in, probably, December. I'll have check when I received it, but probably after being sworn into these roles I would have received an incoming Minister's brief at that time. That—

The Hon. DANIEL MOOKHEY: So it was in your incoming brief.

The Hon. NATALIE WARD: I don't know. I'll have to check.

ANSWER

I am advised:

I refer to the response provided by Mr Sharp in the hearing (page no. 63 of the transcript).

QoN05

The Hon. DANIEL MOOKHEY: Perhaps we should hear from the project steering committee chair, who is Mr Sharp. Mr Sharp, do you know why or not this proposal wasn't disclosed in respect to stage one and stage two, in light of your earlier answer?

ROB SHARP: I'm not aware that it has or hasn't been disclosed. What I will do is take on notice and ascertain what the history is around those earlier stages.

ANSWER

I am advised:

I refer to the response provided by Mr Sharp in the hearing (page no. 63 of the transcript).

QoN06

The CHAIR: Thank you. I understand that there is a traffic light at the Victoria Road and Darling Street intersection in Rozelle—

The Hon. SHAYNE MALLARD: Jamie Parker's seat.

The CHAIR: —and there has been a request for a red light camera to be put there. I'll refer you to the existing condition road safety audit of Victoria Road and Darling Street, Rozelle, that was prepared for Transport for NSW on 10 September 2020. In that audit report, it referred to the risk of pedestrian crashes at that spot resulting in potential fatality being at a level risk of intolerable. And yet here we are, almost two years later, and I understand there is still no red light camera there. Can you please let us know why that is?

The Hon. NATALIE WARD: Ms McCarthy manages the process for that. Sorry—Mr de Kock manages that, so he might speak to that. Sorry, Bernard Carlon, my apologies.

BERNARD CARLON: So the camera strategy, the NSW Speed Camera Strategy, which includes red light cameras, has criteria for selection of sites. I don't have the details specifically on this site. Although a risk may be identified as "intolerable" in any road safety audit that might be conducted, there may be multiple ways of actually addressing that intolerable risk, including structure changes to the location, fencing, a whole range of strategies. So again, we could take it on notice, but, you know, it may not be that the best solution is a red light camera, that there may be other solutions. But again, without the details, I'm happy to take it on notice.

The Hon. NATALIE WARD: Can I just add to that, Ms Boyd, just to be clear. We have a focus on installing additional red light cameras focusing on crash risk, so that is clearly a component. We're installing those at high-priority locations. We have committed to installing an additional 10 red light speed cameras each financial year, and to date 21 sites have been approved as part of that commitment.

The CHAIR: My understanding is that this is very close to a school and there are schoolchildren who regularly walk across there. I also understand that nothing has been done. I appreciate you will need to come back to me, but if you would come back to me this afternoon on exactly what has been done, two years later, to address the risk of fatality, being intolerable, that would be appreciated. If you could also let me know what the average time is to address an issue that has been rated "intolerable" across the board—

The Hon. NATALIE WARD: We'll take that on notice, absolutely.

ANSWER

I am advised:

Transport for NSW is currently undertaking investigations at this site regarding the installation of a red-light speed camera as a priority.

The NSW Government has committed to 10 additional red-light speed cameras each year, based on a comparative risk analysis primarily based on the prevention of road trauma.

Road Safety Audits are conducted for each location and all risks are evaluated to assess if there are control measures in place to address the risk.

QoN07

The Hon. DANIEL MOOKHEY: My respect for Ms Drover is well known throughout the budget estimates process, Minister. The only reason I'm asking Mr Sharp is that he's apparently the chair of the proposal steering committee. So perhaps he might know exactly what Queensland Investment Corporation, the Canada Pension Plan Investment Board and Transurban are seeking as part of this USP process.

ROB SHARP: Firstly, the USP process is confidential. To be quite honest, a lot of the proposals evolve during the discussions and the various stage gates. I'm not sure which committee you're referring to

that I chair, but what I do understand is that this proposal is still going through stage three and is still being assessed.

The Hon. DANIEL MOOKHEY: There are two committees that you apparently chair, Mr Sharp—or perhaps it is Ms Drover who chairs it. Is it the secretary or the deputy secretary who chairs it? But someone from Transport for NSW is chairing the proposal steering committee and the assessment panel.

ROB SHARP: Someone that's public?

The Hon. DANIEL MOOKHEY: Someone is; who is it?

CAMILLA DROVER: Not you or I.

ROB SHARP: It's not Ms Drover or myself, so we'd have to take on notice that particular committee.

ANSWER

I am advised:

The Chair of the M7-M12 Project Steering Committee is the Chief Development Office from Infrastructure & Place Division within Transport for NSW.

The Chair of the M7-M12 USP Assessment Panel is the Director, Infrastructure & Project Finance from the Infrastructure & Place Division of Transport for NSW.

QoN08

The Hon. JOHN GRAHAM: What is the cost of the damage that's been done to roads in metropolitan Sydney as a result of those rain events?

The Hon. NATALIE WARD: Thank you. Noting, as you quite rightly recognise, the unprecedented rainfall events that we've had, I now know a lot more about potholes than I ever thought I would. Mr Collins has kindly explained it to me. But we have a number of potholes, which is why I asked for an audit, in the area. We've repaired over 14,000—I think 14,508, or it might be give or take. Clearly, it's difficult to repair those while the rain is occurring. You need to wait for them to dry out, and so that has set us back. But we prioritise those of the greatest risk. I can take on notice the cost of that repair, if that assists you, but noting that we've repaired the equivalent of two times the size of the Royal Botanic Garden, or in my favourite—

The Hon. JOHN GRAHAM: Yes, and I've seen your comments on those, but I think you've taken that question on notice

ANSWER

I am advised:

There are approximately 120 post-flood road restoration projects which have been programmed for completion within the next 12 months across Greater Sydney.

The value of these identified projects is currently estimated at almost \$140 million.

QoN09

The Hon. JOHN GRAHAM: The potholes that have been reported, how many are on State roads and how many are being maintained by councils?

The Hon. NATALIE WARD: We'll have to get that number to you.

ANSWER

I am advised:

Transport for NSW only records data for potholes on State roads. Since 22 February 2022, there have been 15,140 potholes repaired on State roads in the Greater Sydney area.

QoN10

The Hon. JOHN GRAHAM: Minister, is the position you're putting, along with your agency, that the reason other councils haven't been given funding to fix the potholes on their roads is that they haven't yet asked for that funding?

The Hon. NATALIE WARD: I'd have to check whether they have asked or whether there have been other requests. But, certainly, we are here to ensure that we get potholes fixed across New South Wales.

TRUDI MARES: I can confirm we've offered assistance to all the flood-affected councils in Greater Sydney. If they haven't sought funding at this time, we may be working through applications with them as well.

The Hon. JOHN GRAHAM: How many applications have you received?

TRUDI MARES: I'd have to take that on notice, Mr Graham.

The Hon. JOHN GRAHAM: Thank you. Minister, how many potholes have been reported on those council roads, where the great bulk of—

The Hon. NATALIE WARD: Reported or repaired?

The Hon. JOHN GRAHAM: Reported. I'm asking firstly about reported, given that this is where the great bulk of the damage has been done.

The Hon. NATALIE WARD: I'll take that on notice.

The Hon. JOHN GRAHAM: And how many have been repaired?

The Hon. NATALIE WARD: I'll take that on notice as well. But I can say that for State roads it's over 14,000.

The Hon. JOHN GRAHAM: That's exactly why I'm asking, because you've been clear about the State roads. There's been no real clarity over what's happening where the bulk of this damage has occurred. How much damage and how much repair? That's really what we're seeking.

The Hon. NATALIE WARD: I'll flag that we will take that on notice. If we can get the number to you, we will get that to you. It might be that that's with the remit of councils, so we may not have that number to hand.

But Mr Collins—

HOWARD COLLINS: If I may clarify, whilst we work very closely with councils for their local roads, they hold that information. Obviously, we may be able to facilitate that, Mr Graham, in terms of the number of repairs they've carried out and also the extent of the works. Generally speaking, what we have done here is collaborate with local councils.

ANSWER

I am advised:

Transport for NSW does not hold information relating to the number of potholes on the Local Road network.

Transport for NSW has provided assistance to more than 25 Local Councils in Greater Sydney which have been included in the Natural Disaster declarations.

QoN011

The Hon. JOHN GRAHAM: That's happened with 14,000 people. Have those people been notified?

JOOST DE KOCK: Yes, they've been contacted to inform them of the issue and ask them to verify and correct their address details.

The Hon. JOHN GRAHAM: How were they contacted?

JOOST DE KOCK: I'll have to take it on notice, but I presume via email through their contact channels.

The Hon. JOHN GRAHAM: How many people have now confirmed their address—either confirmed that they did not want it changed or that they did want it changed—of that 14,000?

JOOST DE KOCK: I will have to take those details on notice and get back to you

ANSWER

I am advised:

Impacted customers were contacted via email on 11 August 2022, regarding the address issue.

Transport for NSW does not have any recorded instances of customers requesting a postal address change following the 11 August 2022 email.

QoN012

The Hon. JOHN GRAHAM: Given that the Minister was quite up-front about those first two issues and the agency was as well—they clearly impacted on quite a few people—why hasn't this been made public before?

JOOST DE KOCK: I believe there was a press release issued to explain that.

The Hon. JOHN GRAHAM: I certainly hadn't seen any reporting, or that release. Can we have that on notice, please?

JOOST DE KOCK: Yes, absolutely. I'll take that on notice.

The Hon. JOHN GRAHAM: When you audited the first two errors, what was the total amount of money that was involved in each of those errors?

JOOST DE KOCK: In all those errors we either repaid those errors or refunded that. I have to take on notice the exact numbers and dollar amounts for that, so I will take that on notice.

ANSWER

I am advised:

I refer to the response to Question on Notice 3 and the document accompanying the responses to the Questions on Notice.

QoN013

The Hon. JOHN GRAHAM: Are you aware of how much money is involved in each of these errors?

JOOST DE KOCK: We can get that information, but I think I will have to take that on notice and ask the team to get those numbers.

ANSWER

I am advised:

I refer to the response to Question on Notice 3.

QoN014

The Hon. JOHN GRAHAM: Secretary, I might ask you. You're in the crucial role in the agency. Have you been briefed about how much money was involved in these two errors?

ROB SHARP: I've been briefed in terms of the transactions involved, the nature and the dollars associated with the transactions. I haven't seen a multiplication times, for example, the 40,000, what that would relate to. As I indicated this morning, it's actually quite complex. For example, if an account was within \$1 of being topped up, it would be topped up. The top-up would have been pulled forward by two or three days. The impact on the customer was probably a two- or three-day impact of the drawdown. Where there were some multiple drawdowns—and there's one or two cases where that occurred—the dollars were much higher. The actual refund, we'd have to go back and look at exactly what the dollars were that were paid out to each of

those customers and add those up. But in terms of the impact for your standard customer, I was briefed on those.

The Hon. JOHN GRAHAM: Secretary, how is it that no-one has added this up until now? Isn't that one of the first questions you would want to know as the secretary of an agency dealing with what was a major issue for over 100,000 drivers?

ROB SHARP: There were two priorities. One was to actually fix the error, understand the error and actually correct the errors with the customers. That was the key priority. The following priority was what was the reason and the root cause it actually emerged in the first place? It's a software development by a global company. The audit focuses in on why their development processes didn't have test cases; and within Transport, what was the process around implementing a new process. As part of that, it was also ensuring—were there other lurking issues in there? If these had come up, were there any others? That audit process, there's an interim report but the final review of that is taking place at the moment. They were the priorities. The importance here was to actually make sure that customers weren't out of pocket. That was expedited at the time. So the refunds occurred in a reasonably short period of time—

The Hon. JOHN GRAHAM: But you can't tell us how many refunds were issued or the value of those refunds.

ROB SHARP: Not today. We'd have to come back with that number for you, which we'll do...

ANSWER

I am advised:

I refer to the response to Question on Notice 3.

QoN015

The Hon. DANIEL MOOKHEY: Mr Secretary, who's doing the independent audit?

ROB SHARP: I'd have to refer to Mr de Kock on the firm.

JOOST DE KOCK: An independent accounting firm.

The Hon. DANIEL MOOKHEY: Which one?

JOOST DE KOCK: Deloitte.

The Hon. DANIEL MOOKHEY: Will you be making the audit public?

ROB SHARP: It will come down to the commerciality. The audit is actually commissioned under the contract. We have audit rights in these large system contracts. So I'd need to take on notice whether there's a privacy issue with it. But it does talk to specific systems and processes within a commercial organisation. So I'd need to take that on notice

ANSWER

I am advised:

The independent audit is intended to encompass commercially sensitive and confidential information regarding the technology supplier, and it would not be appropriate to release the report.

QoN016

The Hon. DANIEL MOOKHEY: Treasury says it's you, it's this cluster. Someone is responsible for coming up with a \$164 million projection, then \$173 million, then \$177 million and then \$227 million.

ROB SHARP: We don't have a breakdown of the forwards here, but certainly we can take that on notice what each of the build-up is, if that's what you're requesting.

The Hon. DANIEL MOOKHEY: If you can, each year, that would be really helpful. I'd really appreciate it and I do thank you, if that's possible, to break it down by the three components.

The Hon. JOHN GRAHAM: It'll be the four components then.

ROB SHARP: The M6 will be in there as well.

ANSWER

I am advised:

Breakdown of Budget Paper 1 Road Tolls (\$ Millions)	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Tolls - Sydney Harbour Bridge	64	62	79	80	80	81
Tolls - Sydney Harbour Tunnel	40	41	45	45	45	45
New Roads (Western Harbour Tunnel / M6 Stage 1)	0	0	0	0	0	46
Other - E-toll operations revenue and fees	30	30	40	48	52	55
Road Tolls	\$134M	\$133M	\$164M	\$173M	\$177M	\$227M

QoN017

The Hon. DANIEL MOOKHEY: What are the expected average daily users of the M6 in that 2025-26 year that has given rise to that projection?

ROB SHARP: We don't have that information here. I'm not sure whether we—

CAMILLA DROVER: Can I suggest that we do take that on notice and provide that forward breakdown, because they are Treasury's numbers and we just need to confirm what is in that forward estimate.

The Hon. DANIEL MOOKHEY: Thank you. Just to be clear, they deny that it's their numbers and they said that it's your numbers. I did ask them to provide it on notice too because I anticipated that this might take place. I would appreciate it if we can get what the average daily user number projection is for the M6. Do you have that number independently of this forecast?

CAMILLA DROVER: We can take that on notice with the forecast and bring that back.

ANSWER

I am advised:

The expected daily users in 2026 is 36,000 vehicles.

QoN18

The Hon. DANIEL MOOKHEY: Thank you. What is the actual annual maintenance cost for the Harbour Bridge?

TRUDI MARES: I can assist with that. The operating and maintaining costs are associated with the Driver Aid Services, our security on the bridge, and also our maintenance contracts, and the tunnel and bridge revenue also goes towards the asset management for the harbour tunnel. Let me just grab the amount for you.

The Hon. DANIEL MOOKHEY: I'm happy to take it with the tunnel, if that's an easier figure to report—the Harbour Bridge and the tunnel, the annual maintenance costs for both.

TRUDI MARES: They haven't given me the total here, so bear with me a moment. We're looking at \$105 million together.

The Hon. DANIEL MOOKHEY: For both of them?

TRUDI MARES: Yes.

The Hon. DANIEL MOOKHEY: Okay, \$105 million. Was that this year or for the coming year?

TRUDI MARES: That was last financial year.

The Hon. DANIEL MOOKHEY: How much does it go up each year?

TRUDI MARES: I haven't got the other years here, only that one. So I'd have to take that on notice, Mr Mookhey.

TRUDI MARES: Mr Mookhey, would you mind if I just clarify my previous answer I gave you only—

The Hon. NATALIE WARD: Sorry, Chair. Do you mind?

The CHAIR: No. Go ahead.

TRUDI MARES: Just briefly, I gave you Sydney Harbour Bridge only.

The 105, Sydney Harbour Tunnel, is an extra \$17.5 million. I'll take the other questions on notice. Apologies.

ANSWER

I am advised:

Maintenance for the Sydney Harbour Bridge and Sydney Harbour Tunnel are anticipated to rise at a rate of two per cent each year.

QoN19

The CHAIR: When will this red-light camera be installed?

BERNARD CARLON: Again, pending the feasibility of the physical infrastructure and whether it can be actually installed in that location—that work is happening now. I can get back to you with the time frame for when that work, we expect, is to be completed

ANSWER

I am advised:

Investigations for the site at Darling Street and Victoria Road, Rozelle are not yet finalised.

QoN020

The Hon. DANIEL MOOKHEY: Indeed. How much did you underspend your capital budget last year?

ROB SHARP: For the 2022 financial year, our appropriation was within \$100 million of our budget.

The Hon. DANIEL MOOKHEY: Underspent?

ROB SHARP: So that's our overall appropriation.

The Hon. DANIEL MOOKHEY: On the capital side?

ROB SHARP: I would have to take that on notice to give you the exact number.

The Hon. DANIEL MOOKHEY: Because there's a lot that turns on that distinction.

ROB SHARP: It cuts across a number of our divisions within the cluster.

The Hon. DANIEL MOOKHEY: Yes, I can see from the agency financial statements that 100 million variants, but my understanding is that the capital side—how much did you underspend on the capital side?

ROB SHARP: There would have been a shortfall there, but I'll have to come back with the breakdown.

ANSWER

I am advised:

For financial year 2021-22, the revised capital budget of Transport for NSW was \$15.8 billion and actual capital expenditure was \$15.7 billion. The capital budget underspent was \$100 million or 0.6 per cent.

QoN021

The Hon. JOHN GRAHAM: I might ask about some other key Sydney roads projects because there are underspends in a range of those. For instance, the Heathcote Road, The Avenue to Princes Highway, I think you acknowledge, is about \$4.8 billion. Less was spent, compared to what the budget had planned, either 12 months before or six months before, at the midyear update.

CAMILLA DROVER: Could we just clarify which package because we've got three projects in Heathcote Road?

The Hon. JOHN GRAHAM: It's listed in the budget papers as "Heathcote Road, The Avenue to Princes Highway". That is various packages, as you've indicated.

CAMILLA DROVER: The early works commenced some time ago. We're finalising the procurement for the balance of the works. I just need to check exactly when they started, but they've been going for many months.

The Hon. JOHN GRAHAM: But since the last budget information, compared to what's actually spent in this budget, you acknowledge it's \$4.8 million less than should have been spent?

CAMILLA DROVER: Did you say \$4.8 million? I just need to confirm that. We can take that on notice, given it's a very specific number.

The Hon. JOHN GRAHAM: I would prefer if we dealt with it as one example. I've got some others I'd be happy for you to take on notice. Originally we were expected to spend \$7 million. The budget papers

now show the estimated expenditure to June 2022 was \$2.114 million. That's \$4.886 million less.

CAMILLA DROVER: Would you mind just repeating those numbers for me again?

The Hon. JOHN GRAHAM: At one point, expenditure was expected to be \$7 million on this project or, as you perhaps want to say, projects. The budget papers show estimated expenditure to June 2022 of \$2.114 million.

CAMILLA DROVER: That number doesn't accord with my numbers. Perhaps if we take that off and we confirm that. The budget for this year is \$45.7 million. This year's budget in the forward estimates is \$141.3 million. My figure of spend to date is well above yours, so I'm happy to take that on notice and confirm it.

The Hon. JOHN GRAHAM: I'll just put this for you. Looking at the pattern of expenditure in the budget, on western Sydney growth roads—a number of these projects have been overspent and progress may have been more rapid. Acknowledging that, which goes to your point about the macro expenditure, where that hasn't—

CAMILLA DROVER: I'm not sure Heathcote Road is in the Sydney growth roads program.

The Hon. JOHN GRAHAM: No, it's not. The areas that have been underspent are areas such as the western Sydney growth roads, perhaps underspent by \$242 million or, similarly, outside of Sydney. There's a very significant underspend in some of these areas. Do you want to detail that or perhaps take it on notice?

CAMILLA DROVER: We might take it on notice because, to the best of my knowledge, the projects that are in the western Sydney growth roads portfolio are generally on track—M12, obviously let; Mulgoa Road, one package delivered, the other about to be awarded; the others, in final stages of planning et cetera. We'll take that away and come back with further details across that program

ANSWER

I am advised:

I refer to the response provided by Ms Drover in the hearing (page no. 89-93 in the transcript).

QoN022

The Hon. DANIEL MOOKHEY: Do you have that 500,000 as percentage of users of toll roads? How many people as a percentage of the motoring community who use toll roads are meant to benefit? Did you provide that information?

ROB SHARP: Not here, no.

JOOST DE KOCK: I don't have that information, again.

The Hon. DANIEL MOOKHEY: You don't have the information, or you don't have it here.

JOOST DE KOCK: I don't have that information. I'll have to take that on notice

ANSWER

I am advised:

This question should be directed to the Treasurer.

QoN023

ROB SHARP: In terms of the rebate scheme itself—

The Hon. DANIEL MOOKHEY: Yes. Are you excluding costs or trips that are refunded under the cashback scheme in order to determine your level of relief for the rebate because you can't claim the full \$750 unless you've satisfied all the criteria?

TRUDI MARES: I don't know. I'm happy to—

CAMILLA DROVER: We may need to defer to Service NSW for the rules around that.

TRUDI MARES: So you're asking if, out of the \$750 rebate, the M5 cashback is separate or included?

The Hon. DANIEL MOOKHEY: No, no. To the best of my knowledge, under the \$750, \$750 is the maximum you can claim and that you have to demonstrate a certain level of trips in order to satisfy, so I'm wondering whether or not you've provided advice as to whether or not the M5 trips that are refunded should be included in those calculations, or are they excluded.

TRUDI MARES: Understood, yes. I am not aware of that.

The Hon. DANIEL MOOKHEY: That is, do you have to meet the criteria by using other roads?

TRUDI MARES: I'm not aware of that, I'm sorry. Mr de Kock?

JOOST DE KOCK: My understanding is—and I will have to confirm this—that if you've made a trip on the M5 and you get your cashback, that is excluded from—

The Hon. DANIEL MOOKHEY: Okay. Thank you.

JOOST DE KOCK: But we'll come back to you and confirm that, just to make sure.

The Hon. JOHN GRAHAM: Just to conclude that, yes, I think that is the position the Government has announced, although if you didn't claim your cashback then it would contribute to the cap, either the \$375 or the \$750.

JOOST DE KOCK: I would have to confirm with—

The Hon. JOHN GRAHAM: If you could also take that on notice?

JOOST DE KOCK: We'll take on notice employees' advice from Service NSW in that regard.

The Hon. DANIEL MOOKHEY: To Ms Mares or to Mr de Kock, what is the percentage of people who claimed the trips from last year? From that \$73 million, do we know the percentage of users claimed that?

TRUDI MARES: No. I'm not aware of that, Mr Mookhey. I'd have to take that on notice.

The Hon. DANIEL MOOKHEY: Okay. Do you mind taking that on notice?

TRUDI MARES: No problem.

The Hon. DANIEL MOOKHEY: Can you also take on notice the forecast or the amount that has been budgeted for each year of the forward estimates for the M5 cashback scheme?

TRUDI MARES: Yes.

ANSWER

I am advised:

Questions in relation to eligibility for toll relief schemes should be directed to the Treasurer.

In the 2021-22 financial year, there were more than 21.8 million trips claimed for the M5 South-West across about 311,800 accounts. This account for approximately 70 per cent of eligible, registered journeys.

QoN024

The Hon. JOHN GRAHAM: Can I just ask about the GST treatment in order to reach the thresholds, either the lower or the higher threshold? How is the GST treated when making that calculation?

TRUDI MARES: Mr de Kock, are you aware of that?

JOOST DE KOCK: I think I'll have to take that on notice on the GST treatment.

TRUDI MARES: Yes.

The Hon. JOHN GRAHAM: Great.

TRUDI MARES: A few of these appear to be for Service so we'll just clarify what we can provide, what we've given to Service, and come back.

The Hon. JOHN GRAHAM: Yes.

JOOST DE KOCK: Most of the work on how the actual new scheme will actually operate is obviously going to be run by Service NSW. They are—so a lot of those questions are best addressed to them.

The Hon. JOHN GRAHAM: We're comfortable with taking that up elsewhere provided you're comfortable taking that on notice given the record we've had of being sent between agencies.

ROB SHARP: We're clear. We're happy to take it on notice.

JOOST DE KOCK: We can take it on notice. That's not a problem.

ANSWER

I am advised:

This question should be directed to the Treasurer.

QoN025

The Hon. DANIEL MOOKHEY: I'm just interested more—in respect to the \$71 million of revenue that that's meant to gather, is that coming to your agency or is that going to someone else?

ROB SHARP: Ms McCarthy, do you know where that revenue goes?

TARA McCARTHY: No, I'd have to take that on notice as to where that's going.

ANSWER

I am advised:

Transport for NSW only receives revenue from Driver Knowledge Tests.

Treasury receives the revenue from licence fees, including Hazard Perception Test and Driving Tests.

QoN026

TARA McCARTHY: When somebody's driving on an overseas driver's licence in Australia, in the current regime they can do so indefinitely—in New South Wales, I should say—providing they have that licence on them and, if that licence is not in English, they've got an English translation on them at the time they drive. However, when a person gains permanent residency, they then have three months to convert to a New South Wales licence.

The Hon. DANIEL MOOKHEY: So it is temporary visa holders in that sense, excluding Australian residents—

TARA McCARTHY: That's correct.

The Hon. DANIEL MOOKHEY: —and you think it's a very loose estimate of 200,000 in the first year?

TARA McCARTHY: A few hundred thousand, but I would prefer to take it on notice. The Hon. DANIEL MOOKHEY: If you don't mind—it's just that there's \$53 million next year, then \$17 million and then it tails out. So if we could just get a profile by years for the forward estimates, that would be helpful.

TARA McCARTHY: I will say, though, that it's a figure that Service NSW put together. But we will take it on notice.

ANSWER

I am advised:

I refer to the response provided by Ms McCarthy in the hearing (page no. 86 of the Transcript).

QoN027

The Hon. DANIEL MOOKHEY: Who requested the project?

CAMILLA DROVER: We were requested via the Department of Premier and Cabinet.

The Hon. DANIEL MOOKHEY: When were you requested?

CAMILLA DROVER: I would have to take on notice exactly—

The Hon. DANIEL MOOKHEY: Was it this year, last year, the year before?

CAMILLA DROVER: It was this year.

The Hon. DANIEL MOOKHEY: So sometime in this year?

ROB SHARP: Earlier this year.

CAMILLA DROVER: Yes.

ROB SHARP: But the actual date, I'd have to go back and have a look.

The Hon. DANIEL MOOKHEY: I don't need an exact date, but do we have a month?

ROB SHARP: Early—no, I'd have to go back.

The Hon. DANIEL MOOKHEY: Okay.

ROB SHARP: There were quite a few conversations, but the actual formal request I'd have to come back to you on.

ANSWER

I am advised:

In February 2022, the Department of Premier and Cabinet requested Transport for NSW to commence scoping work.

QoN028

The Hon. JOHN GRAHAM: Can I ask about a second Harbour Bridge infrastructure issue, which is the report that the removal of the tollbooths on the Sydney Harbour Bridge then cost \$20 million?

Obviously, this is rewinding slightly, but it's become more topical, given the questions my colleague was asking. Were those reports correct?

How much did it cost to remove the tollbooths on the Harbour Bridge?

ROB SHARP: I don't know specifically, unless Ms Drover knows.

CAMILLA DROVER: I would have to take on notice the actual cost, because budget is obviously different from cost. I'd have to confirm what the original budget was and what it cost. Noting, though, that there is more to the tollbooth than most of us see. In the old days the 20c pieces used to be collected manually, and then there's actually infrastructure that did take the coins down below into the substructure of the bridge. So there are works that the public don't see that had to be removed and rectified. But we can take on notice—

The Hon. JOHN GRAHAM: You've taken that on notice. It does seem an extraordinary amount, \$20 million, even given the comments you've made, to—

The Hon. SHAYNE MALLARD: Rebuild the whole road.

The Hon. JOHN GRAHAM: —remove these tollbooths.

ANSWER

I am advised:

The removal of the Toll Plaza was included as part of a Sydney Program Alliance Work Package. The work was assessed as requiring a protected security classification under the Australian Government

Security Classification System and as such, the details of the contract, including costings cannot be disclosed.

QoN029

The CHAIR: Firstly, when did you find out about these defects in the tunnel? When was Transport for NSW first aware?

CAMILLA DROVER: I know it's been a matter that's been going for many years. I'm not sure when Transport for NSW was first made aware of these issues. It's beyond my tenure at Transport for NSW. We would have to take on notice when it was first identified to Transport. It would have initially been identified to the RMS as the original concession counterparty to that tunnel.

The CHAIR: I understand it has been running for at least five years, or at least that's what has been reported. In the ordinary course, how long after being made aware of something like that would you be telling the public about it?

CAMILLA DROVER: It would depend on the nature of the issue and whether there was any impact on the community et cetera.

The CHAIR: Do you think it's reasonable for the public to have found out about this only because of Supreme Court documents being lodged? Is that the way that people should be finding out about defects in major infrastructure?

CAMILLA DROVER: Well, I think the issue is there is a court case running, litigation that has been running for many years. The outcome of that court case is yet to be determined.

ROB SHARP: In terms of your question, I'd have to go back to the five or six years ago as to when the issue came up and as to what the

information publicly was made. If it was subject to litigation, I'd also have to just check on what the contractual obligations are around that. Clearly, if there was a safety concern, Transport would act in the context of the contracts we have in place, but I'd have to go back and look at the circumstances at the time in regards to that question.

The CHAIR: Yes. If you could—because I understand that the litigation is in relation to who's going to bear the costs of the repairs, not whether or not any repairs are necessary, and you have said yourself that repairs are required and are ongoing.

ROB SHARP: We'll come back to you with the specifics around that.

The CHAIR: Yes. So, if you could tell me when RMS or Transport for NSW first found out and when it was first made public by you to the public. Correct me, but I believe the first we heard of it was in July. That would be very useful.

ANSWER

I am advised:

This is a matter currently before the Court between LCT-MRE Nominees Pty Ltd (the Concessionaire) and the Thiess John Holland Joint Venture. Transport for NSW is not party to the proceedings. It would be inappropriate to comment at this time.

As the Concessionaire has a program in place ensure the safe ongoing availability of the Lane Cove Tunnel, Transport for NSW has not made any public announcements in relation to these matters.

QoN030

TARA McCARTHY: I would like to say it is an important initiative. Overseas licence holders are significantly represented in our crash statistics. I'm sure Mr Carlon would be happy to speak to that, if you like.

The Hon. DANIEL MOOKHEY: Look, we don't. We were just more interested in the number of people affected, but on notice if you wish to provide any further information—

BERNARD CARLON: Certainly. I will do it very quickly, if you like.

The Hon. DANIEL MOOKHEY: Please do.

BERNARD CARLON: In the last five years, there were 2,209 casualty crashes involving overseas driver licence holders, including 27 fatalities and 502 people who were admitted to hospital—a much more significant cost than the cost that we're talking about in terms of the implementation of this program.

The Hon. DANIEL MOOKHEY: Okay. Thank you. Are you getting the revenue then? Are you getting the revenue?

BERNARD CARLON: No. I think the revenue for testing is about—

TARA McCARTHY: We took that question on notice.

ANSWER

I am advised:

I refer to the response to Question on Notice 25.

QoN031

The Hon. DANIEL MOOKHEY: That's fine. Of that 214, how much was retained by agreement following the procedures of the just terms Act?

CAMILLA DROVER: A hundred and seventy-three.

The Hon. DANIEL MOOKHEY: And then—

ROB SHARP: It's about 90 per cent.

The Hon. DANIEL MOOKHEY: Yep.

ROB SHARP: That's good.

The Hon. DANIEL MOOKHEY: Of the 41 that were not, where are we up to in—so that was for the last year. How many in general are currently still subject—regardless of whether it was last year or not, how many acquisitions are currently live in the system for which it's not yet been possible to reach agreement?

CAMILLA DROVER: I'd have to take that on notice. Obviously it's dynamic. We're starting processes and completing processes with property owners continuously. That's why we aggregate it on a yearly basis. But I can take it on notice.

The Hon. DANIEL MOOKHEY: If you can take it on notice, that would be helpful. Do you know how many have reached determination by the Valuer General at this stage?

CAMILLA DROVER: Again, that's a dynamic figure. But we can come back with some analysis on what it is, say, at the end of July or the end of August.

ANSWER

I am advised:

As at 30 June 2022, Transport for NSW had 387 live acquisitions in progress. Of those, there are 38 acquisitions with the Valuer General for determination.

During the period 1 July 2021 to 31 August 2022, 30 Transport for NSW acquisitions were issued with final determinations by the Valuer General.

QoN032

The Hon. DANIEL MOOKHEY: Thank you. Do you have the previous year's figure, by any chance?

CAMILLA DROVER: I'm not sure I do, but we can provide that on notice.

The Hon. DANIEL MOOKHEY: On notice, can we get for the last three years how much the cost paid to previous landowners was? That would be helpful. What were the costs incurred by Transport—as in, your internal costs, administration costs—that arose?

CAMILLA DROVER: I'd have to take that on notice

ANSWER

I am advised:

In the last three years a total of \$874.6 million was paid to previous landowners.

- Financial Year 2021/2022 - \$351,816,450
- Financial Year 2020/2021 - \$283,648,233
- Financial Year 2019/2020 - \$239,101,917

In the last three years a total of \$35.9 million was charged to projects for internal labour related acquisition costs.

- Financial Year 2021/2022 - \$9,207,916
- Financial Year 2020/2021 - \$12,892,607
- Financial Year 2019/2020 - \$13,767,260

QoN033

CAMILLA DROVER: Yes, so the spoil that will come out of the Western Harbour Tunnel will actually come out of the future Western Harbour Tunnel portals at the Rozelle Interchange site.

The Hon. DANIEL MOOKHEY: How much money to date have we paid Heworth, the property owner, throughout the period of time in which we had a lease?

CAMILLA DROVER: I'd have to take that on notice but my understanding is, although we gazetted the lease last year, the compensation payable has not been determined, because it wasn't able to be done by agreement and, in fact, at the request of Heworth the property was gazetted and went through the compulsory process. So the Valuer General was determining compensation.

The Hon. DANIEL MOOKHEY: Where is that now up to?

ANSWER

I am advised:

On 29 July 2022, when the construction lease rescission was gazetted and Transport for NSW interest in the land ended. The Valuer-General had not completed the determination of compensation for the acquisition of the construction lease.

As the amount of compensation by the Valuer General had not been assessed, no compensation had been paid to Grand Rozelle Pty Ltd.

QoN034

The Hon. DANIEL MOOKHEY: So rather than pursuing a Valuer General determination to determine the compensation payable, we're effectively trying to obtain an outcome by negotiation?

CAMILLA DROVER: As I understand the process—and I can confirm this on notice—we start by negotiating and, obviously, if that fails, it'll go to another process

ANSWER

I am advised:

Under the *Land Acquisition (Just Terms Compensation) Act 1991*, Grand Rozelle is entitled to be compensated for any financial loss or damage actually incurred or suffered as a direct consequence of the compulsory acquisition and its rescission.

QoN035

The Hon. DANIEL MOOKHEY: Have they lodged a statement of claim in the Supreme Court, the Land and Environment Court or any of the courts?

CAMILLA DROVER: Again, I'd confirm on notice. I don't believe they have. They have provided us with some details of their compensation claim.

The Hon. DANIEL MOOKHEY: What does that mean? You're in the process of negotiating it and they've provided a first—

CAMILLA DROVER: Yes. As I said, we only formally rescinded the lease on 29 July, which is less than a month ago. I understand that they are putting together— The Hon. DANIEL MOOKHEY: Publicly, they've identified that they think that the claims will run into the tens of millions of dollars. I think it was somewhere between \$10 million and \$30 million, depending on the media reports you believe. Are they requesting compensation to the tune of \$10 million to \$30 million?

CAMILLA DROVER: I would have to take on notice the exact nature and quantum of their compensation claim, but I know it's going through a process

ANSWER

I am advised:

No legal proceedings have been commenced in any court with respect to the compulsory acquisition of the lease on 1 October 2021 or the rescission of the acquisition notice on 29 July 2022.

QoN036

The Hon. DANIEL MOOKHEY: How much money have we spent to date on lawyers and other costs to do with the non-acquisition of that particular site? CAMILLA DROVER: As I said earlier, I have taken that question on notice. The Hon. DANIEL MOOKHEY: To be fair, Ms Drover, I think you took that on notice for every one of them. I'm asking you specifically about this site.

CAMILLA DROVER: Okay, we will specifically note that.

The Hon. DANIEL MOOKHEY: How much have we spent to date for the past four or five years this process has been running?

CAMILLA DROVER: We'll take that on notice and see what we can bring back

ANSWER

I am advised:

Over the past six years, Transport for NSW has spent approximately \$780,000 on a range of costs in relation to the site. This includes site security and professional fees including legal and valuation fees.

QoN037

The Hon. JOHN GRAHAM: Ms Drover, I might return to those questions about the underspending in specific projects. Can we return to what's listed in the budget papers under "Established Sydney Roads" as "Heathcote Road - The Avenue to Princes Highway (Planning) (State and Federal Funded)"? It's on page 5-47 of Budget Paper No. 3. To date, how much money have we spent on this project?

CAMILLA DROVER: The Avenue to Princes Highway, Mr Graham?

The Hon. JOHN GRAHAM: Yes, "Heathcote Road - The Avenue to Princes Highway (Planning)".

CAMILLA DROVER: My understanding is it's about \$39.5 million, but I can take that on notice and confirm that figure.

ANSWER

I am advised:

Variance between the proposed 2021/22 financial year budget and the expenditure reported in the 2022/23 financial year budget relating to Heathcote Road - The Avenue to Princes Highway were deferred following internal review and subsequent assurance reviews.

QoN038

CAMILLA DROVER: My figure is that this year we'll spend the \$6.5 million, and then \$39.8 million over the full forward estimates.

The Hon. JOHN GRAHAM: You're talking about what's going forward. I'm asking you: In the last 12 months was this project underspent?

CAMILLA DROVER: I don't have what last year's budget was with me.

The Hon. JOHN GRAHAM: I do. We were predicting to spend, on top of the \$2 million that had been spent, \$5 million, and we spent \$114,000.

CAMILLA DROVER: As I said, I don't have that \$5 million figure you're quoting in front of me.

The Hon. JOHN GRAHAM: Well, it's in the budget from the previous year. I'm using this example to try to work out that we agree the process here. Do you agree, or you can't say today, whether this project was underspent?

CAMILLA DROVER: We'll take that on notice.

ANSWER

I am advised:

I refer to the response to Question on Notice 37.

QoN039

CAMILLA DROVER: No, I'm not saying that. I'm saying that the Federal funding for it has only been for the planning phase and not the delivery. So it's a very modest allocation.

The Hon. JOHN GRAHAM: I totally agree with that. Acknowledging that we agree on the amount that's been spent, I'm telling you that's \$4.86 million less than what was committed to a year ago. You're going to confirm that on notice?

CAMILLA DROVER: I will take that on notice and confirm. We'll also give you rationale as to why there is that disconnect of circa \$4 million, which, in a program of \$76.7 billion—we will take that on notice

ANSWER

I am advised:

I refer to the response to Question on Notice 37.

QoN040

The Hon. JOHN GRAHAM: I totally agree with that. Acknowledging that we agree on the amount that's been spent, I'm telling you that's \$4.86 million less than what was committed to a year ago. You're going to confirm that on notice?

CAMILLA DROVER: I will take that on notice and confirm. We'll also give you rationale as to why there is that disconnect of circa \$4 million, which, in a program of \$76.7 billion—we will take that on notice.

ANSWER

I am advised:

I refer to the response to Question on Notice 37.

QoN041

The Hon. JOHN GRAHAM: How much have we spent on the Homebush Bay Drive upgrade—the planning for that? Again, it's State and federally funded.

CAMILLA DROVER: Again, that project is in the development phase. I think we have spent in the order of about \$2 million.

The Hon. JOHN GRAHAM: Perhaps, at the end of June, \$1.875 million? Does that sound right?

CAMILLA DROVER: One-point-nine is the figure I've got.

The Hon. JOHN GRAHAM: Yes. And you agree that is also significantly under budget, perhaps by \$4.79 million? We were

supposed to have spent \$6.66 million by the end of June. We've spent \$1.9 million, by your account.

CAMILLA DROVER: I'm happy to take it on notice to say why we have underspent. Sometimes we underspend because we save. I'm happy to take that away as to why we haven't spent as much in the time frame that was originally prescribed.

The Hon. JOHN GRAHAM: For each of these projects, if you could take on notice the extent of the underspend in just 12 months and the reason, that'd be fantastic.

ANSWER

I am advised:

Variance between the proposed 2021/22 financial year budget and the expenditure reported in the 2022/23 financial year budget relating to Homebush Bay Drive arose following an internal decision to extend the optioneering process.

This included further stakeholder engagement regarding the preferred route. Whilst this outcome delayed major award for concept design and the Review of Environmental Factors, it is not expected to impact overall project delivery.

QoN042

The Hon. JOHN GRAHAM: King Georges Road, Stoney Creek Road to Connells Point Road—we were supposed to have spent \$30 million on this.

CAMILLA DROVER: I can't find that one at the moment, but I'm happy to take on notice what we've spent and if there's any difference between last year's budget and the actual—

The Hon. JOHN GRAHAM: The budget papers show we're \$7.663 million short on that project. If you could confirm that and any reasons, that'd be welcome.

CAMILLA DROVER: Yes.

The Hon. JOHN GRAHAM: Turning to the western Sydney growth roads, there was some discussion earlier that there had not been similar issues here. Looking at the Appin Road improvements, what have we spent to date?

CAMILLA DROVER: I believe \$13 million has been spent.

The Hon. JOHN GRAHAM: Thirteen million, I heard you right? Not 30, but 13?

CAMILLA DROVER: It's 13, yes.

The Hon. JOHN GRAHAM: Thirteen. So that's \$1 million short. Again, if you take that on notice, that's fine.

ANSWER

I am advised:

Variance between the proposed 2021/22 financial year budget and the expenditure reported in the 2022/23 financial year budget relating to King Georges Road Stage 1 arose following delayed expenditure due to deferred contract award to further consider tenders in addition to more than \$700,000 of savings made during the delivery phase.

QoN043

The Hon. JOHN GRAHAM: ...I will ask you about the western Sydney long-term strategic transport corridor preservation program. This is a crucial program. We should have spent \$212 million.

CAMILLA DROVER: So that's not a project in my portfolio. I think –

The Hon. JOHN GRAHAM:

I hope we haven't sent the person home whose portfolio it's in. We might return to that one on Friday. But I can see why they're concerned about this, Mr Secretary. I might flag ahead of Friday that this is \$90 million short. Again, I might just flag now that we will be interested in the same information. So, Ms Drover, thank you for taking those on notice. If you can come back with the details about how much was underspent and the reasons why, but I think you can understand why we're concerned at an assertion that there are no issues here in some of these specific projects

ANSWER

I am advised:

The western Sydney long term strategic transport corridor program provides for non-compulsory acquisitions in gazetted corridors on a request basis when hardship occurs. Hardship acquisitions are on the basis of landowner requests.

As such, it is difficult to accurately forecast the timing of requests and the required funding cashflow. Fewer than expected applications from landowners were received in the 2021-22 financial year.

QoN044

The Hon. JOHN GRAHAM: Secretary Sharp, having run through some of those projects, including some of those State and Federal-funded projects, and given the asterisk that Treasury has applied, given the concerns they've had and given the fact they've referred to the roads section of this agency's budget, do you acknowledge there are capital slippage issues here? Let's quantify them exactly, but these are the sorts of projects that might be causing Treasury's concern.

ROB SHARP: We'll come back with the explanations for them. I think some of those are COVID related. We have indicated that supply chain and COVID are certainly drivers. Ms Drover has also indicated that during that development stage the timings can move. There were also examples there, though, where, whilst the upfront stages slipped, the project will deliver when we were saying. One of the interesting comments you made, Mr Graham, was around the portfolio. We do actually take a portfolio approach. We've got thousands of projects. So one of the things we do do is look at the dollars that are going to be spent in a year. I think you gave an example where some of the toll

roads might be over. We need to manage within the fiscal packet that we are approved, and so I receive a budget. There's a dollar amount I need to stay within. So there are prioritisation decisions that we make, and we have a finance committee that actually manages that particular process. But we'll come back specifically to provide more context around that.

ANSWER

I am advised:

I refer to the responses provided to Questions on Notice 37, 41 and 42.

QoN045

The Hon. DANIEL MOOKHEY: Hence I'm a bit more interested now. Apparently in financial year ending 2021—and bear in mind we only got this report six months late. That's not your fault at all. But the Auditor-General makes it quite clear that \$378 million wasn't collected from the Commonwealth in relation to road projects in that year, and certainly WestConnex is listed as one of them. In case you need to take this on notice to understand my reference, it is page 6-175 of total State sector accounts that were tabled in Parliament earlier this year as well. I didn't think that the Commonwealth was making a contribution to stage three.

CAMILLA DROVER: No, I don't think they are.

ROB SHARP: No.

The Hon. DANIEL MOOKHEY: They were making a contribution to stage 1A, I think is what we

described, which was the—

CAMILLA DROVER: Yes, I think they also provided a loan to stage two. But we'll take that on notice.

ANSWER

I am advised:

The Federal Government contributed grant funding to WestConnex that was utilised for Stage 1 and Stage 2, and project development of Stage 3.

In addition, Stage 2 of WestConnex has been financed through a subordinated loan from the Commonwealth Government.

QoN046

The Hon. DANIEL MOOKHEY: But there's a timing issue. To be very clear to the department here, we would have asked you about this if we had access to this report. We didn't. I'm interested in where we're up to in terms of collecting the money from the Commonwealth that is due to us for WestConnex as well. Secretary, I can't ask you this here, but I do flag for Friday that we'll be asking you this similarly about where we're up to in terms of the contributions that the City of Sydney is due to make to the Sydney light rail project as well, to see whether or not that money has been—but that's just a heads-up, really—

ROB SHARP: Thank you.

The Hon. SHAYNE MALLARD: Can't wait.

The Hon. DANIEL MOOKHEY: —more than anything else. If we can take that on notice as to what we can—and I do flag again, in terms of the matters that are related to the regional side of the portfolio, we will obviously also pick those up when we get to that.

ANSWER

I am advised:

All City of Sydney contributions have been paid to the Sydney Light Rail project.

QoN047

The Hon. JOHN GRAHAM: The one remaining issue I just want to press for today was just the issue I raised with the Minister, but we did so in a pretty hurried fashion. So just to recap and perhaps to ask for a little bit more detail about those issues about potholes. We got a reasonable way through. Some of this will be recapping, but how many pothole reports have been submitted through the online reporting process?

TRUDI MARES: I think Mr Collins tried to clarify what we may have available. I believe the Minister took on notice having a look at what we could provide from local councils. Our number, if we receive notification for something that may be for a local road, we'll pass that on to the council but we don't actually collate local road pothole requests for repairs.

The Hon. JOHN GRAHAM: Understood, but I'm just asking for a global figure of how many were submitted by this process.

TRUDI MARES: For State roads?

The Hon. JOHN GRAHAM: No. I am asking for a global figure that was submitted, which you surely must know.

TRUDI MARES: He wants all of them, so we'll take that on notice. I don't have that with me.

The Hon. JOHN GRAHAM: I'm happy for you to take on notice the total number submitted, the number for State roads—I think Mr Collins took on notice the number for local councils.

TRUDI MARES: We'll endeavour to get that.

The Hon. JOHN GRAHAM: Hopefully those all add up. Whether he does or he doesn't, we should be able to tell.

ANSWER

I am advised:

From 1 January 2022 to 31 August 2022, Transport for NSW received approximately 14,000 reports of potholes across NSW.

QoN048

The Hon. JOHN GRAHAM: Okay. There's been a number of weather events since then.

TRUDI MARES: That's right.

The Hon. JOHN GRAHAM: So that would be additional to the \$165 million.

TRUDI MARES: Correct.

The Hon. JOHN GRAHAM: And this is a damage assessment, essentially, in the Sydney metro area.

TRUDI MARES: I would have to clarify whether that is a cost to us or whether part of that is through disaster recovery or insurance, just looking at the total estimate—

The Hon. JOHN GRAHAM: Yes, so where the funding comes from might be different. But the amount of damage—we agree on for that period.

TRUDI MARES: Initial March estimate.

The Hon. JOHN GRAHAM: Is there any estimate for what damage has occurred since then?

TRUDI MARES: Not with me, but I can take that on notice. I know we are pulling those figures together.

ANSWER

I am advised:

\$147 million has be allocated to 530 permanent asset restoration projects.

QoN048

The Hon. DANIEL MOOKHEY: But it says here that in the budget the cap will lower from 2.5 to 3 for two years and the opportunity for workers to claim an additional 0.5 per cent in 2023-24 subject to

productivity reforms. For those award workers that we just made reference to before, what process is in place for them to come forward to make a claim for an additional 0.5 per cent payment subject to productivity reforms?

ROB SHARP: I'd have to take it on notice but, generally, where we would have those conversations is through the bargaining room.

ANSWER

I am advised:

The process for negotiating proposed productivity reforms to fund the additional 0.5 per cent salary increase available for the financial year 2023/24 is set out in the NSW Government's Wages Policy 2022.

All proposed productivity reforms must be submitted to the Senior Officials Wages Advisory Committee for assessment before progressing to the Expenditure Review Committee for approval.

Minister Ward – Budget Estimates 2022-2023 – Answers to questions taken on notice

Question 1 – Domestic Violence Safety Assessment Tool

Transcript page 12

The Hon. MARK BANASIAK: Welcome, Minister. I might just do some follow-ups from our previous estimates. We were talking about the domestic violence assessment tool and you spoke about a trial that was going to commence this year. Has that trial commenced?

The Hon. NATALIE WARD: Sorry, Mr Banasiak. I enjoyed very much our time last time, but you might just remind me of the specifics of the trial because there are a couple on that.

The Hon. MARK BANASIAK: Yes, there was the assessment tool that was being revised down to just five predictive questions—

The Hon. NATALIE WARD: Yes.

The Hon. MARK BANASIAK: —rather than the longwinded interrogation. Has that trial commenced for the use of that assessment tool?

The Hon. NATALIE WARD: I think it might be a matter for implementation by police. But Ms Campbell might have something to add to the issue. She's nodding, so she does have an update on that.

ANNE CAMPBELL: Thanks, Minister. I think this is in relation to the risk assessment tool.

The Hon. MARK BANASIAK: Yes.

ANNE CAMPBELL: Legal Aid NSW and the NSW Police Force are in the process of redesigning what's called the DVSAT, used by support services and the police. The redesign is due to be completed by the end

of 2022, and both organisations will consider the findings from a recent BOCSAR study into the redesign of that tool. The **Hon. MARK**

BANASIAK: So the information you gave me last time was incorrect.

You said the trial of that new tool was going to commence in 2022.

The Hon. NATALIE WARD: I think the evidence is that it's ongoing.

The Hon. MARK BANASIAK: So now you're telling me it's going to be when? When will the trial begin?

ANNE CAMPBELL: My advice is at the end of this year.

The Hon. MARK BANASIAK: End of this year?

ANNE CAMPBELL: Yes.

The Hon. MARK BANASIAK: How long will the trial go for?

ANNE CAMPBELL: I'd need to take that on notice.

The Hon. MARK BANASIAK: Maybe, perhaps on notice, what are the reporting mechanisms for that trial? What are the metrics in terms of how it will be assessed and evaluated?

The Hon. NATALIE WARD: We may be able to get that information for you today, Mr Banasiak. If we can, we'll endeavour to do so. If not, we'll get it to you as quickly as possible.

Answer

I am advised:

The Department of Communities and Justice, NSW Police Force and Legal Aid NSW are progressing the recommendations to redesign the Domestic Violence Safety Assessment Tool. The redesign process includes testing potential risk indicators identified by the NSW Bureau of Crime Statistics (BOCSAR) against the NSW Police Force and other data sources. This testing will evaluate the effectiveness of the BOCSAR indicators, and their operability in a Safer Pathway context.

Question 2 – ReINVEST

Transcript page 14-15

The CHAIR: I might just ask about ReINVEST, which I know that you and I have had discussions about in the past, Minister. As you know, \$7.1 million was given to the researchers for the ReINVEST trial. I understand the funding for that trial has finally been cut, which is of great relief to anyone who was paying attention to it. After I and a number of others brought our concerns about the trial to the AG's attention and after the head of BOCSAR herself said that it would be throwing good money after bad, the Government did fund in the 2020-21 financial year an additional \$1.2 million to that project, in order to finally get some sort of scientific results out of it. I want to ask you if we did have any final results out of that project.

The Hon. NATALIE WARD: Thank you. That's an excellent question. I recognise your advocacy. We have spoken about this. I just note that funding was provided to the University of New South Wales to fund research into a project trial, serotonin reuptake inhibitors, which is a class of antidepressant, which seems or is posited to be effective in reducing offending in male impulsive repeat offenders for domestic and family violence, so that study was undertaken. I'm not sure the funding was cut. I think the funding completed and has finished. That is at the end of that stage. Ms Campbell might speak more to that. But we will make an evidence-based decision on the future of ReINVEST, following an outcomes evaluation which is due later this year. As you quite rightly recognise, we should have a scientific evaluation of that program to see if the success of that warrants any future investment—

The CHAIR: So we don't have it yet is what you're saying. We don't know, because the results were looking pretty shaky.

The Hon. NATALIE WARD: No. Importantly, that will consider the perspectives of victim-survivors in that assessment, which is a critical component, in my view. But I don't know if Ms Campbell wanted to add to the staging of that.

ANNE CAMPBELL: No. It's not due till the end of the year, which is your question. The funding completed in June of this year.

The CHAIR: Did they end up getting any actual significant number of participants in order for them to do anything close to approaching a scientific trial?

ANNE CAMPBELL: I'd need to take that on notice, but I think it came very close.

Answer

I am advised:

The ReINVEST clinical trial concluded on 30 June 2022. The University of New South Wales advised the trial met the target of 200 participants completing 12 months of treatment.

Question 3 – Respect@Work

Transcript page 26

The CHAIR: Beyond funding the new task force, what funding and initiatives have been dedicated to implement the Respect@Work recommendations, particularly in light of the high levels of sexual harassment and violence reported in the New South Wales Parliament and workplaces?

The Hon. NATALIE WARD: Thank you. I note that does fall—I'm happy to assist wherever possible, but that is within Minister Dominello's remit in relation to fair work and the fair work ministry. I'm happy to pass on those questions or take it on notice for referral to him, noting that Respect@Work and the report—the Minister for Women, Bronnie Taylor, has been leading our whole-of-government response to the Australian Human Rights Commission's Respect@Work report. The Attorney General has led the response to some aspects of that, and this is why it's multidisciplinary across government, throughout the meetings of the attorneys-general. I note, in relation to the budget, if I can advise the Committee that, in terms of the allocation for SafeWork, the New South Wales Government will invest \$9.7 million over four years for SafeWork to establish a Respect at Work Taskforce to educate employers across New South Wales on their obligations to provide safe workplaces. That was a component part of the \$100 million we put into the budget, including the task force.

Answer

I am advised:

This question should be directed to the Minister for Customer Service and Digital Government, as the Minister responsible for SafeWork NSW.

Question 4 – DV Death Review Team

Transcript page 29

The Hon. PENNY SHARPE: Can you let me know when the New South Wales Domestic Violence Death Review Team report will be released?

The Hon. NATALIE WARD: Yes, I understand that is still progressing. Ms Campbell might speak to the specifics of when we can expect that. I know we are expecting—

The Hon. PENNY SHARPE: My understanding was that it was supposed to be out by June.

ANNE CAMPBELL: My understanding is it was delayed.

The Hon. PENNY SHARPE: Why was that?

ANNE CAMPBELL: I don't have the—the whole-of-government response was sent to the State Coroner and my advice is that they needed a bit more time. I'm happy to take it on notice, Ms Sharpe.

Answer

I am advised:

The Domestic Violence Death Review Team (DVDRT) 2019-21 Report will be tabled later this year.

Question 5 – Core and Cluster

Transcript page 30

The Hon. PENNY SHARPE: Yes, I think that would be great. Just to be clear, how many EOIs were received in tranche one?

The Hon. NATALIE WARD: I'm not sure if we're releasing that information publicly given that the second round is—

The Hon. PENNY SHARPE: I'm not asking who they are. I'm asking how many people actually put in an EOI?

The Hon. NATALIE WARD: Yes. I think—

ANNE CAMPBELL: I'm not sure if I can answer that, but I am happy to take that on notice and come back to you.

The Hon. NATALIE WARD: Just given that the process is underway and we're encouraging those to continue to apply—we would love to have hundreds and hundreds, clearly, but I think given it's currently in process I'm happy to take it on notice if we are able to provide that information. Certainly I'm happy to do so if we're able. I just don't want to jeopardise the other rounds if there's any delicacy or—

Answer

I am advised:

The Department of Communities and Justice received 29 responses to the Tranche 1 Expressions of Interest.

Question 6 – Core and Cluster

Transcript page 30-31

The Hon. PENNY SHARPE: I'm not trifling with you about that issue. I do think it's not an unreasonable question, to understand how many people. I'm not asking you how many tenders you let in. If you're able to tell me that, that would be useful. But I'm assuming you're not going to do that. I am interested, though, in how many people applied in the first round—the point being that everyone wants to see these refuges open. We know that infrastructure is under immense pressure across the entire sector. This is a complex project, finding land to actually build new housing. There are concerns from the sector that the rushing through is actually not going to deliver the refuges in any reasonable time. That's why I'm asking.

The Hon. NATALIE WARD: That's an excellent question. You've quite rightly recognised the challenges we have in delivery of a very large program, but that's why we have the three tranches in place. There are a number of applications, I can assure you, in the first round. I'll take on notice whether we can provide the specific number, but I'm assured there was a number of applications, which is pleasing. We would encourage those to continue through. I've heard from the sector about the constraints, which is why a component part of the funding is capacity building in the sector and specifically in Aboriginal communities and controlled organisations so that they can be successful in their applications, be supported in tender application, tender writing, to see success.

Answer

I am advised:

I refer to my answer to Question Taken on Notice 5.

Question 7 – Core and Cluster

Transcript page 31-32

The Hon. NATALIE WARD: No, I wouldn't say "realised a problem". The idea of tranche one was always to try and assist those that were ready to go, that were shovel ready or had existing premises—

The Hon. PENNY SHARPE: How many are ready to go, Minister?

The Hon. NATALIE WARD: Those numbers are, obviously, in the process of being assessed. So I'd say a number—

The Hon. PENNY SHARPE: You announced the money in October last year?

The Hon. NATALIE WARD: Yes. Record funding.

The Hon. PENNY SHARPE: Almost 10 months later, you can't tell us how many are going to be ready to go.

The Hon. NATALIE WARD: A number have been successful. I'm pleased about that. The idea of that tranche was always to support those that are relatively quick to provide safe spaces for women, as quickly as possible, and to allow the others the time to put in applications and support them to do so, to see success.

The Hon. PENNY SHARPE: How much funding has been allocated for tranche one?

The Hon. NATALIE WARD: I have to take that on notice, unless, Ms Campbell, you have it to hand.

The Hon. PENNY SHARPE: Can't tell me?

ANNE CAMPBELL: I can tell you in the budget, in the forward estimates for this financial year, \$47.24 million.

The Hon. PENNY SHARPE: Forty-seven million of what? Four hundred and eighty-three.

The Hon. NATALIE WARD: That's for the whole program.

The Hon. PENNY SHARPE: It's about that.

ANNE CAMPBELL: Four twenty-six.

The Hon. PENNY SHARPE: Yes. So about 10 per cent's been allocated for tranche one.

ANNE CAMPBELL: That's correct.

The Hon. PENNY SHARPE: You're not providing an extension for tranche two to get this sorted out?

The Hon. NATALIE WARD: There's sufficient funding in each of those tranches. We want to see the record \$484.3 million out the door.

The Hon. PENNY SHARPE: But, just to be clear, there's \$47 million?

The Hon. NATALIE WARD: Yes.

The Hon. PENNY SHARPE: It was announced last October?

The Hon. NATALIE WARD: Yes.

The Hon. PENNY SHARPE: And you can't tell me how many projects or when's the first door going to be opening, what's the time frame for this.

The Hon. NATALIE WARD: I've said we'll endeavour to get that information to you. There are, obviously, planning issues and implementation, as you rightly recognise, around that. But we want to see success in providing these safe spaces for women and their children. We're keen to do that. The point was that we wanted early success from those projects. We wanted those—

Answer

I am advised:

The funding for Core and Cluster is over four years. The exact amount of funding to be allocated in Tranche 1 of the program will be subject to the outcome of the tender process, which will be finalised shortly.

Question 8 – Core and Cluster

Transcript page 32

The Hon. PENNY SHARPE: Could you take on notice and give us an idea of how many locations you've been able to identify that are on government land?

The Hon. NATALIE WARD: I'll take it on notice, yes.

Answer

I am advised:

Due to probity considerations, the Department of Communities and Justice cannot disclose the details of proposals submitted in the Tranche 1 Expressions of Interest (EOI).

Question 9 – Core and Cluster

Transcript page 32

The Hon. PENNY SHARPE: Do you know how many councils are in the EOI, have been able to partner or are working through that?

ANNE CAMPBELL: I'm happy to take that on notice, Ms Sharpe

Answer

I am advised:

Due to probity considerations, the Department of Communities and Justice cannot disclose which organisations are participating in the Tranche 1 Expressions of Interest.

Question 10 – New Refuge Staff

Transcript page 35

The Hon. PENNY SHARPE: As I said, I've been advised that, if you've got 75 new refuges, there are probably 425 new specialist staff required. Is that number accepted by the department or yourself, Minister?

The Hon. NATALIE WARD: I don't know what that's based on, but I'm happy to accept that we certainly do need a lot more workforce in this space. That's why we're supporting that with funding and with programs as a part of this program.

The Hon. PENNY SHARPE: I'll tell you what it's based on. It's based on five staff per refuge plus WDV CAS—two on site—and that's considered a conservative estimate. Is that something that's kind of broadly agreed?

The Hon. NATALIE WARD: I'd have to take that on notice. I don't know the analysis of that, but I certainly agree with the principle that we need more capacity in the sector for sure. We've seen during COVID, as in all workforces, people decide to change careers or change what they're doing. They've simply had enough. It's something we absolutely recognise and we're working closely and we have funding to support that.

Answer

I am advised:

The specific number of staff required to operate each Core and Cluster facility will vary depending on the size of the refuge. The service delivery funding of Core and Cluster includes staff costs to operate the new refuges.

Question 11 – DVNSW

Transcript page 35-36

The CHAIR: Okay. In relation to DVNSW, I'm just looking at your ministerial diaries. You've got one meeting down on 13 June. I don't see any other meetings just with DVNSW in those first six months.

The Hon. NATALIE WARD: I've had many. I can assure you I've had many meetings. Some are online. In fact, a number have been online due to the availability of DVNSW. We meet very regularly.

The CHAIR: So your diary is just not up to date—these disclosures?

The Hon. NATALIE WARD: I'd have to clarify that. It might have been in the first—I'd have to clarify that.

The CHAIR: Perhaps you could come back to me.

The Hon. NATALIE WARD: Yes, but we've had many meetings.

Answer

My diary disclosures are up to date and publicly available. I encourage all Members to do the same.

Question 12 – DVNSW

Transcript page 36

The CHAIR: There's also a couple of so-called roundtables that you've put in here in your disclosure summary. But when we look at what they are, they're not necessarily roundtables. So, for instance, the meeting on the seventeenth of the third was a regional forum that DVNSW had organised and it was an online event that people could dial into.

The Hon. NATALIE WARD: Which I attended.

The CHAIR: Did you attend in person?

The Hon. NATALIE WARD: No, it was online.

The CHAIR: It was also in person. But no? You attended online?

The Hon. NATALIE WARD: Yes, as did many participants.

The CHAIR: Did you speak?

The Hon. NATALIE WARD: I believe so; I'll have to check.

Answer

My diary disclosures are publicly available. I encourage all Members to do the same.

Question 13 – DV Sector Funding

Transcript page 37-38

The CHAIR: We now have the tranche two list of recipients—which is great, thank you. But what we don't have is the amount of funding that is going to each of those organisations. I will pick up with the officials later this afternoon in relation to how much is to be given to each of them. But why were no numbers presented when this information was released?

The Hon. NATALIE WARD: I note that the second phase of the agreement was approved by the Commonwealth in June this year. So \$20 million was allocated to 16 initiatives to support sexual violence service delivery, victim-survivors of domestic and family violence, and men's behaviour change and Closing the Gap programs. Included in those were pilot projects for hearing support to women.

The CHAIR: With respect, we've got limited time. I've got the list.

The Hon. NATALIE WARD: Certainly.

The CHAIR: I just want to know why the amount of funding to each of those organisations was not specified.

The Hon. NATALIE WARD: I'm advised that that is common practice for these. Ms Campbell might like to add to that, but my understanding is that is a common practice. It was the same in the previous year when the Attorney General managed the first part of this funding.

The CHAIR: Ms Campbell, other than it being common practice, is there any reason for it?

ANNE CAMPBELL: I think it's common practice, but I'm happy to take that on notice and come back to you.

Answer

I am advised:

Funding was not specified at the time as contracts were still being negotiated. This is common practice and the same process was followed as the announcement of the first round of funding.

Question 14 – Commissioner for Women’s Safety

Transcript page 64

The CHAIR: Will the commissioner have their own staff?

ANNE CAMPBELL: They will have some dedicated staff reporting to them.

The CHAIR: How many?

ANNE CAMPBELL: I would have to take that on notice.

The CHAIR: If you could let me know how many and at what level, that would be really useful.

ANNE CAMPBELL: I'm happy to.

Answer

I am advised:

Yes.

Question 15 – National Partnership Agreement

Transcript page 64

The CHAIR: Can we come back then to the National Partnership Agreement funding allocation and the organisations that received that \$20 million. Are you able to tell me how much each of those organisations received?

ANNE CAMPBELL: We don't normally report on individual allocations to services, partly because until—within the contract there's GST. But I'm happy to take that on notice and come back to you because I do know that we do report some programs and what funding it is. I just need to get some further clarification.

The CHAIR: That would be very useful to understand. Even if you want to clarify that it's without any GST, if applicable, that would be really handy. We also talked about the core and cluster, and the way in which the expressions of interest and the timetables were working. Was there anything else you wanted to add to that— I think I cut you off on when the tranche two timetable would be finished and when the tranche three would commence.

Answer

I refer to my answer to Question Taken on Notice 13.

Question 16 – Core and Cluster

Transcript page 64

The CHAIR: I know that you were providing some of this information to Ms Sharpe earlier and there's a limited amount you can give, but are you able to tell us how much of the funding has been dedicated to tranche one and/or how many new refugees are in tranche one?

ANNE CAMPBELL: I probably would need to take it on notice because we haven't finalised the first phase, and we've got tranche two as well coming forward. But in terms of the budget allocation for this financial year, it's \$47.24 million.

Answer

I am advised:

The funding for Core and Cluster is over four years. The exact amount of funding to be allocated in Tranche 1 of the program will be subject to the outcome of the tender process, which has yet to be completed.

Question 17 – National Partnership Agreement

Transcript page 80

The Hon. PENNY SHARPE: Thank you for that. My apologies if Ms Boyd asked some of these questions. I did not hear all of your questioning. Ms Campbell, you were just outlining the funding that has gone into the Women, Family and Community Safety directorate. Are there National Partnership Agreement funds as part of that?

ANNE CAMPBELL: I would need to take that on notice to give you an accurate answer. I'm happy to take that on notice.

Answer

I am advised:

No. The parameters of the National Partnership Agreement do not permit Commonwealth funding to subsidise the operations of state government departments or agencies.

Question 18 – Commissioner for Women’s Safety

Transcript page 80

The Hon. PENNY SHARPE: Have you got a total budget for the commissioner?

ANNE CAMPBELL: I can take that on notice and come back to you.

The Hon. PENNY SHARPE: You've said that it pulls on different parts of the portfolio and the cluster. Is there some sort of advisory committee that is going to sit with that, or interdepartmental work? Can you explain that?

ANNE CAMPBELL: We established, I think, about a month ago—or it could have been two months ago—an executive director committee; I can't remember the name of it. That works both across DCJ but also across government. So it has representation from Health, Education, I think DPC, and NSW Police.

The Hon. PENNY SHARPE: That's good. I think you are going to take some of this on notice, but when you provide the information to us, are you able to provide what programs have got in and also what new money has been used to establish that? Are you able to tell me that now?

ANNE CAMPBELL: No, I would rather give you accurate information, so I will take that on notice.

Answer

I am advised:

The scope and funding for the Commissioner is yet to be finalised and will be confirmed in due course.

Question 19 – Funding allocated for specialist support for children and young people in homelessness services

Transcript page 81

The Hon. PENNY SHARPE: So there has been an EOI process for this?

ANNE CAMPBELL: That's correct.

The Hon. PENNY SHARPE: Where is that at?

ANNE CAMPBELL: I can take that on notice and come back to you.

Answer

I am advised:

Funding will be allocated to pilot specialist support for children and young people in homelessness services in one metropolitan and one regional location over four years beginning in 2022/23. Each refuge will employ a team of specialist workers to provide direct services to accompanied children and young people in a trauma informed and family centred manner.

A third party market analysis identified two pilot locations and the Specialist Homelessness Services in each area which met the essential criteria for delivering this pilot service including rates of domestic and family violence, numbers of accompanying children accessing services, and existing service provider capacity and capability to deliver the pilots.

Question 20 – Domestic Violence Safety Assessment Tool

Transcript page 81

The Hon. PENNY SHARPE: Thank you. I wanted to ask you about the Domestic Violence Safety Assessment Tool that was trialled in 2022. Has the new tool been developed?

ANNE CAMPBELL: This came up probably when you weren't here this morning.

The Hon. PENNY SHARPE: Sorry.

ANNE CAMPBELL: Essentially, they're looking at the trials starting towards the end of this year. They're currently reviewing the risk assessment tool itself. So that's Legal Aid NSW and the NSW Police Force. They're also looking at the BOCSAR study in the redesign of that tool.

The Hon. PENNY SHARPE: Sorry, when is that review due to be finished?

ANNE CAMPBELL: The pilot, we are looking at the end of this year. I can get more detail on when the actual tool itself will be finalised

Answer

I am advised:

The review of the Domestic Violence Safety Assessment Tool is due to be finished by the end of 2022.

Question 21 – Domestic Violence Safety Assessment Tool

Transcript page 81

The Hon. PENNY SHARPE: Is the working group established?

ANNE CAMPBELL: My understanding is yes, they've already been working on the revision of the tool.

The Hon. PENNY SHARPE: Terrific. If you could just give us some detail about who's on that group—

ANNE CAMPBELL: Yes

Answer

I am advised:

Agencies supporting the redesign of the Domestic Violence Safety Assessment Tool include NSW Police, Legal Aid NSW, the Department of Communities and Justice and NSW Bureau of Crime Statistics and Research.

Question 22 – Premier’s Priority on Reoffending

Transcript page 82

The Hon. PENNY SHARPE: What's the current rate of recidivism?

ANNE CAMPBELL: Just bear with me. The most current data—so that's year to March 2022—shows that the number of domestic violence reoffenders is 2,013. That's an increase of 199 reoffenders overall or 11 per cent from the 2015 baseline of 1,814 reoffenders. It's down six reoffenders from the previous quarter but up 151 reoffenders from the same time last year. The increase in the number of domestic violence reoffenders since the baseline clearly demonstrates the challenges in meeting the target of a 1,360 reduction in reoffenders, which was 25 per cent, by December 2023. To meet that target, you'd need a reduction of about 653 reoffenders.

We're working closely with the Premier's Implementation Unit, as well as with the domestic and family violence board, to look at the initiatives that we've put in place in an attempt to reduce that rate, to look at how effective—

a number of those particular programs that have been funded are subject to evaluation, so we'll be looking at those very closely to look at what else can we do in this space to address that particular target.

The Hon. PENNY SHARPE: That was a lot of numbers, Ms Campbell. What's the current recidivism rate, though? You didn't actually tell me. I could probably try to work it out on my calculator, but I reckon you've probably got it there.

ANNE CAMPBELL: Let me just see. I'd need to take that on notice just to give you the exact one. It's probably somewhere in here but obviously—

Answer

I am advised:

The domestic violence reoffending rate is currently 11.17%.

Question 23 – Premier’s Priority on Reoffending

Transcript page 83

MICHAEL TIDBALL: Yes. Just repeating, there's an increase of 199 offenders overall, or 11 per cent, from the 2015 baseline of 1,814. But if there is a specific figure missing there we can easily do the calculation for that.

The Hon. PENNY SHARPE: That's alright.

ANNE CAMPBELL: If I can just add, I think how we've been tracking this particular target is not on rates but actually on hard numbers. But again, I'm happy to come back on notice.

Answer

I am advised:

I refer to the answer to Question Taken on Notice 22.

Question 24 – Premier’s Priority on Reoffending

Transcript page 83

The Hon. PENNY SHARPE: Since the Priority was put in place—you can take this on notice; I know you won't have it—can you tell us how much has been spent on the programs that have been attached to trying to reduce this number over that period of time?

ANNE CAMPBELL: Happy to take that on notice.

Answer

I am advised:

The NSW Government has allocated over \$110 million between 2019 and 2023 on programs to directly support the Premier’s Priority.

Question 25 – Premier’s Priority on Reoffending

Transcript page 83-84

The Hon. PENNY SHARPE: Thank you for that. Can you just—again I'm happy for you take it on notice—give us a dollar figure of what the proportion of the domestic and family violence budget is set aside for reaching the Closing the Gap targets?

MICHAEL TIDBALL: Yes.

The Hon. PENNY SHARPE: If you can give it now, that would be great. But I suspect not. I just want to go back to the national partnership agreement. The Commonwealth's committed an additional \$80 million to cover domestic violence and sexual violence service provision. There's been some discussion about this. How much of the funding has New South Wales allocated to specialist sexual violence service provision?

ANNE CAMPBELL: New South Wales committed \$60 million to domestic and family and sexual violence over two years of the—

The Hon. PENNY SHARPE: I've got that. I just want to know the sexual violence part of it, the nonDV part of it.

ANNE CAMPBELL: I might need to take that on notice. I know that was a question at the last budget estimates. There was a concern that there wasn't a focus on sexual violence. We have funded Full Stop, which Minister Ward talked about this morning, for about \$1.2 million from the national partnership agreement, but I am happy to take that on notice, to look at other initiatives, noting that the third round has yet to be made public. So we might wait, if that's possible, till that happens, so that we can look at the allocation for sexual violence.

MICHAEL TIDBALL: If I may, Chair, just be more granular in response to the question in respect of target 13 progress—I'm happy to provide this in written form as well, Ms Sharpe—

Answer

I am advised:

Recipient's of the \$40 million of the Commonwealth Family, Domestic and Sexual Violence National Partnership Agreement are available on the Communities and Justice website.

The Department of Communities and Justice is not able to provide the total proportion of the domestic and family violence budget that is set aside to reach Closing the Gap Target 13 as this is not currently a captured attribute in financial reporting systems.



Transport for NSW Media Release

11 AUGUST 2022

TRANSPORT IDENTIFIES E-TOLL TECHNICAL ISSUE

Transport for NSW (Transport) has identified an issue involving some customers' E-Toll accounts not having the correct postal address listed due to a technical error.

This has impacted households that had multiple E-Toll accounts registered to the same address.

The issue has impacted approximately 14,000 of E-Toll customers.

There is no impact to customers' tolling account or toll charges.

The appropriate steps have been taken to ensure that the issue does not occur again.

All impacted customers are currently being contacted to ensure that all contact details are correct.

Transport apologises for any inconvenience caused.

Customers can contact Transport by calling 13 18 65 or log in to your account online and verify that all your contact details are correct.