

REGIONAL TRANSPORT AND ROADS
Hearing Date: 9 September 2024
Supplementary Questions

RTR SUPP 001- 003 Regional Roads Fund

- (1) What is the status of each of these 28 projects?
 (2) What is the expected spending per year of this fund over the forward estimates?
 (3) What were the results of TfNSW assurance or business cases applied to the 10 projects over \$10 million?
 (a) Did any projects fail to meet a Business Case Ratio of 1?
 i. Which projects were found to have a Business Case Ratio less than 1?

Answer

I am advised:

- (1) Status of projects, as at September 2024:

East Nowra Sub Arterial (ENSA) Road: The funding deed was executed in March 2024 and preliminary design works commenced in April 2024. A tender for the procurement of a consultant to manage investigations and design development is currently open.

Cuttagee Bridge repair and restoration: The funding deed was executed in February 2024. Transport for NSW is working with Bega Valley Shire Council to define the scope of works, with the formal appointment of external project managers pending. Once approved, the tender to engage the designer can be finalised.

Traffic noise study along Ellerton Drive extension: The funding deed was executed in February 2024. A noise assessment work contract has been awarded. Letters to property owners were emailed on 2 August 2024. Noise monitoring will be carried out in two deployments due to the large number of locations the community group requested (versus how many noise loggers are available). The first deployment of noise monitoring commenced on 15 August 2024. Queanbeyan-Palerang Regional Council will be carrying out traffic counting alongside Transport for NSW's noise monitoring work.

Currawang Road upgrade: The funding deed was issued to Goulburn Mulwaree Council on 20 December 2023 and executed in January 2024. GMC is conducting the preliminary works. A Review of Environmental Factors and survey have been completed. Geotechnical investigation is currently underway and a designer has been engaged for road works. The Council is aiming to carry out contractor procurement in December 2024, with works planned to begin in February 2025.

Monaro Street upgrade: The funding deed was executed in February 2024 and the design contract was awarded in August 2024. A project inception meeting has been held.

Smiths Road upgrade: The funding deed was executed in March 2024. Works currently involve the progression of design and construct request for tender and surveillance engineer request for quote. Snowy Monaro Regional Council will go out with a design and construct tender.

Nerriga Road upgrade. The funding deed was executed in February 2024. A road design has been completed for the unsealed section of road. Land acquisition is 70 per cent complete. The Telstra relocation quote is in progress.

Tarago Road rehabilitation works: The funding deed was executed in February 2024 and work has started, with three sections of the stabilisation work already complete. Due to the expired contract, Queanbeyan-Palerang Regional Council has advertised the tender to engage a contractor to undertake all the rehabilitation works for the Council for 2024-25 and 2025-26 financial years. The successful tenderer will undertake the rest of the Tarago Road rehabilitation works. The work is expected to start in October 2024.

Cowbed Bridge replacement: The funding deed was executed in March 2024. The project is currently undertaking geotechnical survey and its outcomes will inform the design and construct tender process.

Briars Sharrow Bridge: The funding deed was executed in February 2024. The project is currently in the pre-design stage. Aboriginal site investigations have been completed, biodiversity investigations are progressing as part of the Review of Environmental Factors.

Reschs Creek Bridge: The funding deed was executed in February 2024. The project is currently in the pre-design stage. Aboriginal site investigations have been complete and biodiversity investigations are progressing as part of the Review of Environmental Factors.

Melville Ford Timber Bridge replacement: The funding deed was executed in February 2024 for \$2.5 million to Maitland City Council. As of 23 September 2024, council reports they are progressing site mobilisation, contingent on receiving the updated Aboriginal Heritage Impact Permit approved by Office of Environment and Heritage.

Upgrade Melville Ford Road, Melville, and Maitland Vale Road, Maitland Vale: The funding deed was executed in February 2024 for \$6 million to Maitland City Council. As of 23 September 2024, Council reports the concept design is under review. Construction is planned to commence in July 2025.

Roads co-funding agreement: The funding deed was executed in January 2024 for \$3 million to Dungog Shire Council. As of 23 September 2024, Council reports works are progressing. The first five years of projects are determined by the Council. Dungog Shire Council will progressively advise on new projects each financial year as the package is delivered.

Port Stephens roads upgrades: The funding deed was executed in March 2024 for \$10 million to Port Stephens Council. As of 23 September 2024, Council reports construction is progressing well with six road projects complete and another four localities underway.

Upgrade of Mount Lindesay Road between Legume and Woodenbong, The funding deed was executed in January 2024 for \$3.12 million to Tenterfield Shire Council. As of 23 September 2024, Council reports a review is underway to finalise the scope details of the project.

Improve flood immunity of Clarence Way between Sandilands and Bonalbo: The funding deed was executed in January 2024 for \$4 million to Kyogle Shire Council. As of 23 September 2024, Council reports draft road designs are currently under review.

Replacement of Kyogle Council's remaining timber and composite bridges: The funding deed was executed in January 2024 for \$12 million to Kyogle Shire Council (12 bridges). As of 23 September 2024, Council reports construction is underway on one bridge, with design having also commenced for all other locations.

Carters Road Lake Munmorah traffic study: The funding deed for Carters Road Lake Munmorah traffic study has not yet been executed. Transport for NSW is working with Central Coast Council to confirm project activities.

Transport for NSW projects

Tuross Head intersection: Traffic modelling and strategic designs for upgrade options have been completed. Estimates on the strategic options have commenced.

Golden Highway improvements: Investigations commenced to identify and assess possible locations of a new overtaking lane on the Golden Highway near Merriwa. Consultation will commence once a preferred location for the new overtaking has been identified, which is currently anticipated for early 2025.

Yass Road/Bungendore Road/Ellerton Road intersection: Minor efficiency and pedestrian connectivity improvements delivered on site in April 2024. Other activities underway include commencement of detailed design, cost estimating, value management, business case writing procurement, flood modelling, constructability and staging review.

Bulli bypass investigation: Initial community consultation, traffic data collection and geotechnical and utility service desktop studies have been completed. Other activities underway include: traffic modelling, preliminary environmental studies, Aboriginal heritage studies, and strategic designs for potential bypass alignments.

Speers Point roundabout: Potential treatment improvements to reduce congestion, increase safety and improve network efficiency were presented to the community and consultation closed in June 2024. A summary report of the feedback is currently being prepared.

Gosford Bypass planning and design: Investigations will commence soon into the future upgrade, as well as using part of the funding to address safety and efficiency for vulnerable users seeking to cross the corridor.

M1 Princes Motorway entry and exit ramps south facing ramps at Dapto: Initial community consultation and traffic data collection have been completed. Other activities underway include: traffic modelling, preliminary environmental studies, Aboriginal heritage studies, geotechnical, utility service and property acquisition desktop studies, and strategic designs for ramp options at each identified location. A community consultation report is expected to be released shortly.

Thornton Road and Rail Bridge upgrade: Onsite traffic counts are completed covering Thornton Rail Bridge project, as well as John Renshaw Drive. Procurement for traffic model commenced early in July 2024.

Alphadale crossroads: Strategic concepts have been developed for a roundabout and traffic control signals with cost estimates provided. The preferred option is to move forward with traffic control signals which meet project objectives with the treatment closer to the committed budget.

(2) The expected spend per year of the Regional Roads Fund over the forward estimates is:

- Financial year 2024-25 - \$55.4 million
- Financial year 2025-26 - \$70.9 million
- Financial year 2026-27 - \$83.0 million
- Financial year 2027-28 - \$8.8 million

(3) For each commenced Transport for NSW delivered project, the Transport assurance process is underway. Under the Infrastructure NSW Investment Assurance Framework, Transport-delivered projects with a value of \$10 million or greater will be required to have an assured business case. As of 24 September 2024, no business cases have been finalised.

RTR SUPP 004 – 015 EnergyCo OSOM

(4) Are there any accurate month by month projections for freight movements between Newcastle Port and the Renewable Energy Projects?

(5) Are there any accurate month by month projections for freight movements between Newcastle Port and the Renewable Energy Projects?

(6) The Central West Orana and New England REZ OSOM traffic routes implementation have commenced through road reclassification, what information and modelling does the Government have on the expected traffic route?

(7) Why has the Denman Bridge infrastructure upgrade not been actioned as a more suitable route?

(8) The reclass is complete but is there any study to understand the impact of increased OSOM on local traffic considering the roads are used to access Bengalla Mine, Mangoola Mine and Mount Pleasant Mines (workforce of over 4000 people)?

(9) Does TfNSW have an overall OSOM transport plan that shows the proposed routes between Newcastle Port and the Central West Orana REZ as well as the New England REZ?

(a) Including timings of required infrastructure?"

(10) Does the traffic modelling show the number of movements per day and how long the road will be shutdown for to local traffic?

(11) Does TfNSW anticipate that traffic will be stopped in both directions on regional and minor State roads when OSOM is taken through? If this is not known how could decision be already made?"

(12) When OSOM turns the corners on these roads, traffic will be completely stopped. How long is this expected to take since 95m loads cannot turn on these corners?

(13) Will Wybong Road be upgraded to a 2+1 lane road to allow traffic to keep moving while OSOM is moved through? Who pays for this upgrade, EnergyCo?

(14) Will Wybong Road be upgraded to a 2+1 lane road to allow traffic to keep moving while OSOM is moved through?

(a) Who pays for this upgrade, EnergyCo?"

(15) If the renewable rollout is urgent and critical to the state, how can we justify delaying the Muswellbrook Bypass project?

(a) If the tender process started now, it would only start construction in 18months, why the delay?

Answer

I am advised:

(4) Transport for NSW is working closely with EnergyCo to identify and address the State road network requirements needed to facilitate OSOM vehicle movements between ports in NSW and inland Renewable Energy Zones.

Transport for NSW and EnergyCo are developing a strategy that reviews planned renewable energy developments and the potential OSOM vehicle movements that will be generated by those developments.

The projections at this stage are based on indications in the developers' planning documents. The timing of OSOM vehicle movements on the road network will be impacted by the approval of renewable energy projects and the development and construction of those projects.

(5) I refer to the response to Supplementary Question 4.

(6) In June 2024, and with permission from the local council, Transport for NSW installed machine learning cameras along Bengalla Road to gather information on the volume and type of vehicle movements.

(7) The Denman Bridge was identified as a potential pinch point for the movement of OSOM loads, due to the height and width of the Bridge.

(8) The conditions of movement for OSOM around such locations will be factored in to minimise any disruption to road users.

(9) EnergyCo identified several intersections along the State road network, from the Port of Newcastle to the Central West Orana Renewable Energy Zone, that need to be modified to facilitate the transportation of OSOM components. Investigations have identified locations that will need to be upgraded for the Central West Orana Port to Renewable Energy Zone route.

The locations on the 320-kilometre route along Golden Highway and the Castlereagh Highway will receive a combination of widening and other treatments to facilitate the movement of OSOM vehicles carrying renewable energy infrastructure from the Port of Newcastle to the wind and solar farms in the Central West.

Transport for NSW and EnergyCo are currently discussing the potential corridor for the New England Renewable Energy Zone.

(9a) An evaluation of construction contractors has been conducted and a request for tender was issued to selected suppliers in August 2024. The successful construction contractor is expected to be announced in late 2024, with construction of the upgrades expected to start in 2025. These works are expected to be completed in late 2025 to enable the delivery of OSOM wind farm components from 2026.

(10) The Operational Strategy is still being developed.

(11) There may be situations where police escort vehicles may need to hold oncoming traffic for short periods of time to allow queued vehicles to pass the OSOM load (as is standard procedure for loads of this size.)

All OSOM loads, regardless the industry, require some form of short-term stops to safely interact with other vehicles including freight. The intent is to minimise the impact on users of the identified corridors and more will be known as the Operational Strategy evolves.

(12) The planned upgrade works are there to ensure the loads can turn the road corners to keep traffic flowing with a minimal impact.

(13) The road is being assessed in its current state and options for how the OSOM can travel through will be explored.

(14) The road is being assessed in its current state and options for how the OSOM can travel through will be explored.

(15) The NSW Government remains committed to delivering the Muswellbrook Bypass on the New England Highway.

RTR SUPP 016 – 028 M1 Motorway ext

(16) What does the decrease in funding FY23-24 to FY24-25 signify?

(17) When is it expected to be open to traffic?

(18) Why is TfNSW ignoring the extensive flood experience of locals which choosing to build a viaduct to construct the bridge over the Hunter river?

(19) Is there a cost difference between the two construction methods?

(a) Why allow the contractor to change from the original method?

(20) If TfNSW TUFLOW flood modelling is incorrect, what measures will be taken?

(21) What is the current daily traffic flow across the Hexham bridge?

(22) What is the current daily number of heavy vehicles across the Hexham bridge?

(23) What are the latest figures for the expected current financial year spend on this project?

(24) Have there been any delays in the project this calendar year?

(25) When is it expected to be open to the public?

(26) What is the percentage of the allocated budget this year is for planning and design?

(27) What is the percentage of the allocated budget this year is for external contractors?

(28) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(16) The 2024-25 NSW Budget allocated \$444.587 million for the project this financial year.

(17) The project is expected to be open to traffic in 2028, weather permitting.

(18) Following extensive consultation with the community and stakeholders, Transport for NSW refined the construction methodology to reduce potential impacts from flooding.

Transport for NSW will use a single 80-metre temporary rock platform on the western side of the river, a small jetty on the eastern side of the river, and barges to build the over-water section of the 2.6-kilometre viaduct across the Hunter River and surrounding floodplain.

The revised option reflects a balance between the differing community views and the project's objectives. It provides important time and safety advantages by reducing the construction duration and minimising the period for risk of increased flood impacts to properties, plus eliminating the need for dredging in the river, improving safety, efficiency and environmental management of the work.

(19) There is little cost difference between the various options, however, the selected construction method provides improved safety, efficiency and additional environmental benefits.

(a) The Environmental Impact Statement acknowledged the construction methodology for bridges and structures, including the viaduct, as a project uncertainty to be resolved during the detailed design phase. This enables the design and construct contractor to refine construction methods and propose improvements to the project's delivery based on experience, constructability and safe and efficient construction methods.

During the detailed design phase, the contractor proposed an alternative method to construct the Hunter River portion of the viaduct. This involved staged construction using a temporary rock platform of up to 180 metres on the western side of the river, followed by a rock platform of up to 100 metres on the eastern side of the river, which would expedite project completion by up to six months, reduce congestion on surrounding roads sooner, enhance worker safety during construction, and eliminate the need for dredging.

To ensure the community had a clear understanding of the proposed methods, and to allow for better assessment of potential flood impacts and the development of mitigation strategies, this alternative construction method was presented for further community and stakeholder consultation. Following extensive consultation with the community and stakeholders, Transport for NSW reviewed the feedback and refined the construction methodology to further reduce potential flood risks.

This refined hybrid approach takes into account community feedback and strikes a balance between differing views and the project's objectives. It also retains the time and safety benefits of the alternative methodology, while significantly reducing flood risk and eliminating the need for dredging.

(20) A number of methods were used to verify that the TUFLOW flood model was representing observed flood behaviour and Transport for NSW is confident the model uses the most reliable flood data; it is a methodology that represents best practice and is the most accurate tool available for assessing changes to flooding impacts.

(21) and (22) The EIS indicates a total of 51,900 vehicles/day, 18 per cent (or 9,408) are heavy vehicles.

Forecast daily traffic volumes:

- In 2028 36,800 vehicles per day over the bridge and 23,300 diverted to the M1 (total 60,100 vehicles/day).
- In 2038 44,200 vehicles per day over the bridge and 20,500 diverted to the M1 (total 64,700 vehicles/day).
- In 2048 44,400 vehicles per day over the bridge and 21,000 diverted to the M1 (total 65,400 vehicles/day).

(23) The current year spend for the project is \$444.587 million based on the 2024-25 Budget Paper.

(24) There have been no recorded delays for the project in this calendar year.

(25) The project is expected to be open to traffic in 2028, weather permitting.

(26) Approximately zero per cent of the allocated budget for this year is for planning and design.

(27) Approximately 92 per cent of the allocated budget for this year is for external expenditure.

(28) Approximately eight per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 029 - 039 Coffs Harbour Bypass

(29) There is an almost 30% decrease in funding FY23-24 to FY24-25, is this consistent with its successful completion by 2026, and when will it be open to traffic?

(30) Has the tunnelling begun, what is the sequence for tunnelling for the 3 tunnels?

(31) What is the current daily traffic flow through Coffs Harbour along the existing Pacific Highway?

(32) What is the current daily number of heavy vehicles through Coffs Harbour along the existing Pacific Highway?

(33) Along the current stretch of the Pacific Hwy which the Bypass will replace, what is the yearly motor vehicle accidents?

(34) What are the latest figures for the expected current financial year spend on this project?

(35) Have there been any delays in the project this calendar year?

(36) When is it expected to be open to the public?

(37) What is the percentage of the allocated budget this year is for planning and design?

(38) What is the percentage of the allocated budget this year is for external contractors?

(39) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(29) The project is expected to be opened to traffic in late 2026, weather permitting.

(30) Gately's tunnel has commenced; Shepherds Lane and Roberts Hill will follow.

(31) The current daily traffic flow through Coffs Harbour varies through the 12-kilometre section to be bypassed, with approximately 20,800 vehicles in both northbound and southbound directions, a total of 41,600 vehicles per day.

(32) The current daily number of heavy vehicles through Coffs Harbour varies through the 12-kilometre section to be bypassed, with approximately 2,600 heavy vehicles in both northbound and southbound directions, a total of 5,200 vehicles per day.

(33) Between 2019 and 2023, there have been a total of 183 crashes (one fatal, 34 serious injury crashes, 49 moderate injury crashes, 26 minor/other injury crashes and 73 non-casualty (towaway) crashes) resulting in 145 casualties on the Pacific Highway, between Stadium Drive, Coffs Harbour and Solitary Islands Way, Korora.

(34) Based on the 2024-25 Budget Paper, the current year spend is \$412 million.

(35) No delays have been recorded in this calendar year.

(36) I refer to the response to Supplementary Question 29.

(37) Approximately one per cent of the allocated budget for this year is for planning and design.

(38) Approximately 90 per cent of the allocated budget for this year is for external expenditure.

(39) Approximately 10 per cent of the allocated budget for this year is for internal Department expenditure.

RTR SUPP 040 – 054 Singleton Bypass

(40) Are there any unexpected delays or issues, and have they been communicated to the public?

(41) Early works on site is ongoing, when will major works commence?

(42) Of the properties compulsorily acquired, what was the value agreed in court against the proposed values by Transport NSW?

(43) What is the Minister doing to ensure that benefits from the projects are spread to local businesses? For example, reports of an on-site food outlet on the construction compound will be provided to feed workers - which will severely impact local food & takeaway outlets.

(44) Are there any unexpected delays or issues, and have they been communicated to the public?

(45) When will major works commence?

(46) What is the current daily traffic flow through Singleton along the existing New England Highway?

(47) What is the current daily number of heavy vehicles through Singleton along the existing New England Highway?

(48) Along the current stretch of the New England Hwy which the Bypass will replace, what is the yearly motor vehicle accidents?

- (49) What are the latest figures for the expected current financial year spend on this project?
- (50) Have there been any delays in the project this calendar year?
- (51) When is it expected to be open to the public?
- (52) What is the percentage of the allocated budget this year is for planning and design?
- (53) What is the percentage of the allocated budget this year is for external contractors?
- (54) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(40) There have been no significant delays or issues that have impacted the delivery of the project.

(41) Major works commenced on 5 September 2024.

(42) Seven landowners (six private landowners and Singleton Council) lodged Class 3 applications with the Land and Environment Court. Settlement terms have been reached with five landowners. One private landowner and Singleton Council are continuing proceedings in the Land and Environment Court. Across the five matters in which settlement has been reached, the value agreed in court was on average: 35 per cent above the amount determined by the Valuer General, or 28 per cent below the amount of the landowner's claim.

(43) The contractor for Singleton Bypass has established a site compound for the project at Whittingham.

The contractor is also exploring options to establish regular food service at the southern compound, which will have 70-80 workers on site daily during major work and more from time to time. Many of the workforce will be based in Singleton and will use existing food outlets.

Transport for NSW prefers that local business suppliers are engaged, whenever possible.

(44) I refer to the response to Supplementary Question 40.

(45) I refer to the response to Supplementary Question 41.

(46) and (47) In 2019, approximately 18,000 to 28,000 vehicles (two way) travel the New England Highway through Singleton.

(48) Between 2019-2023, there have been 57 crashes including one fatal, three serious injury, 24 moderate injury, eight minor/other Injury and 21 non-casualty (towaway) crashes on the New England highway, between the intersection with Rixs Creek Lane and Cemetery Lane.

(49) The NSW 2024-25 Budget allocated \$191.4 million to the project for this financial year.

- (50) I refer to the response to Supplementary Question 40.
- (51) The project is expected to open to traffic in late 2026, weather permitting.
- (52) Approximately nine per cent of the allocated budget for this year is for planning and design.
- (53) Approximately 92 per cent of the allocated budget for this year is for external expenditure.
- (54) Approximately eight per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 055 – 069 Muswellbrook Bypass

- (55) Has this project been tendered, if not when?
- (56) When is the proposed start of construction/main works?
- (57) Has the deed been signed?
- (58) With Federal Minister King releasing a build Federal contribution of \$241.92M and the NSW Budget forecasting a 4 year expenditure of \$392.9M expenditure, what is the Federal/State funding agreement for this project?
- (59) What is the current daily traffic flow through Muswellbrook along the existing New England Highway?
- (60) What is the current daily number of heavy vehicles through Muswellbrook along the existing New England Highway?
- (61) Along the current stretch of the New England Hwy which the Bypass will replace, what is the yearly motor vehicle accidents?
- (62) What is the current daily Energy Co heavy vehicle movement along the New England Highway heading to the New England REZ?
- (63) What is the projected daily Energy Co heavy vehicle movement along the New England Highway heading to the New England REZ?
- (64) What are the latest figures for the expected current financial year spend on this project?
- (65) Have there been any delays in the project this calendar year?
- (66) When is it expected to be open to the public?
- (67) What is the percentage of the allocated budget this year is for planning and design?
- (68) What is the percentage of the allocated budget this year is for external contractors?
- (69) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

- (55) A final date for tenders has not been determined.
- (56) A construction date has not been confirmed.
- (57) I refer to the response to Supplementary Question 55.
- (58) The Project has an 80:20 funding split with the Australian and NSW governments.

(59) In 2022 traffic volumes to the north of Muswellbrook were approximately 10,500 vehicles per day. Transport for NSW does not hold 2023 traffic data for around Muswellbrook.

(60) In 2022, heavy vehicle movements were around 2,000 movements per day. Transport for NSW does not hold 2023 traffic data for around Muswellbrook.

(61) Between 2019 and 2023, there have been 52 crashes (one fatal, eight serious injury crashes, 21 moderate injury crashes, three minor/other injury crashes, and 19 non-casualty (towaway) crashes) resulting in 40 casualties on New England Highway between Milpera Drive, Muswellbrook and 100 meters north of Burtons Lane, Muswellbrook.

(62) and (63) Transport for NSW works with EnergyCo but does not have visibility of the number of heavy vehicles EnergyCo projects are using on the road network.

(64) The 2024-25 NSW Budget allocated \$11.7 million to the Project for this financial year.

(65) I refer to the response to Supplementary Question 55.

(66) The open to traffic date is dependent on project approvals.

(67) 100 per cent of the allocated budget this year is for planning and design.

(68) Approximately 46 per cent of the allocated budget this year is for external expenditure.

(69) Approximately 54 per cent of the allocated budget this year is for internal Department expenditure.

RTR SUPP 070 – 081 Mount Ousley

(70) When are major works expected to commence on this project?

(71) Why was there a delay to the road closures in August 2024?

(72) Why isn't the Government listening to locals and the local council in their fight to keep the pedestrian bridge?

(73) What is the current daily traffic flow through this interchange along the existing Mount Ousley Road?

(74) What is the current daily number of heavy vehicles through this interchange along the existing Mount Ousley

(75) Along the current interchange, what is the yearly motor vehicle accidents?

(76) What are the latest figures for the expected current financial year spend on this project?

(77) Have there been any delays in the project this calendar year?

(78) When is it expected to be open to the public?

(79) What is the percentage of the allocated budget this year is for planning and design?

(80) What is the percentage of the allocated budget this year is for external contractors?

(81) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(70) – (81) Early construction work is underway, with major construction work expected to start late 2024 and open to traffic in approximately four years, weather permitting. Funding allocation for the project is available in the 2024-25 NSW Budget Papers.

Transport for NSW was advised by the NSW Department of Climate Change, Energy, the Environment and Water (DCCEE) that an application has been made for an emergency declaration under Section 9 of the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*, relating to the Mount Ousley interchange project.

Transport for NSW has also been advised by Heritage NSW of an application for a s91AA stop work order under the *National Parks and Wildlife Act 1974*, relating to the Mount Ousley interchange project.

Transport for NSW has temporarily paused some activities on the site while it considers the issues raised and continues its discussions with NSW Department of Climate Change, Energy, the Environment and Water, Heritage NSW, Aboriginal stakeholders and expert advisers, to understand how they might be addressed. Works, including site establishment, utility service adjustments and design are ongoing.

Transport for NSW acknowledges that active transport is an important part of the project. Transport representatives and local Members of Parliament have met with community groups to seek their feedback. Transport for NSW is currently looking at a variety of options and following these investigations, Transport for NSW will engage with the community, including local community groups.

The M1 Princes Motorway is the primary road link between Sydney and the Illawarra, with an average daily traffic of more than 50,000 vehicles per day using this link at the base of Mount Ousley near Wollongong. Heavy vehicles represent up to 15 per cent of total daily vehicle movements.

Between 2019 and 2023, there has been a total of seven crashes on Mount Ousley Road.

RTR SUPP 082 - 091 Newcastle Inner City Bypass

- (82) What is the status of the Rankin Park to Jesmond section project?
 (83) What is the current daily traffic flow through Lambton along Lookout Road?
 (84) What is the current daily number of heavy vehicles through Lambton along Lookout Road?
 (85) Along the current stretch of Lookout Road which the Bypass will replace, what is the yearly motor vehicle accidents?
 (86) What are the latest figures for the expected current financial year spend on this project?
 (87) Have there been any delays in the project this calendar year?
 (88) When is it expected to be open to the public?
 (89) What is the percentage of the allocated budget this year is for planning and design?
 (90) What is the percentage of the allocated budget this year is for external contractors?

(91) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(82) Major construction commenced in March 2023. Weather permitting, the Rankin Park to Jesmond project is expected to be open to traffic in late 2025.

(83) and (84) Transport for NSW does not currently hold this information.

(85) Between 2019 and 2023, there have been a total of 37 crashes (one fatal, five serious injury crashes, 18 moderate injury crashes, four minor/other injury crashes and nine non-casualty (towaway) crashes) resulting in 37 casualties on Lookout Road, Newcastle, between Cardiff Road, New Lambton Heights and Russell Road, New Lambton.

(86) The current year spend is \$128.6 million based on the 2024-25 NSW Budget Paper.

(87) Yes, there have been some delays to the project in this calendar year due to wet weather.

(88) I refer to the response to Supplementary Question 82.

(89) Approximately zero per cent of the allocated budget for this year is for planning and design.

(90) Approximately 92 per cent of the allocated budget for this year is for external expenditure.

(91) Approximately eight per cent of the allocated budget this year is for internal Departmental expenditure.

RTR SUPP 092 - 101 Barton Hwy Stage 2

(92) When will major works for Stage 2 – Kaveney's intersection commence?

(93) What is the current daily traffic flow through this interchange along the existing Kaveney's Road?

(94) What is the current daily number of heavy vehicles through this interchange along the existing Kaveney's Road?

(95) Along the current interchange, what is the yearly motor vehicle accidents?

(96) What are the latest figures for the expected current financial year spend on this project?

(97) Have there been any delays in the project this calendar year?

(98) When is it expected to be open to the public?

(99) What is the percentage of the allocated budget this year is for planning and design?

(100) What is the percentage of the allocated budget this year is for external contractors?

(101) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(92) Construction is expected to commence in 2025.

(93) The current Average Annual Daily Traffic (AADT) count for Kaveney's Road is 607 vehicles per day.

(94) Of the 607 average vehicles per day travelling on Kaveney's Road, 27 per cent are heavy vehicles.

(95) In the period between January 2019 and December 2023, one crash was reported at the Kaveney's Road intersection. Between 2018 and 2022, there have been 32 crashes on Barton Highway within the Stage 1 and 2 project limits, including two fatalities.

Between 2019 and 2023, on the intersection of Barton Hwy and Kaveney's Road, there has been one non-casualty (towaway) crash resulting in nil casualties.

(96) In the 2024-25 NSW budget, \$10 million was announced for this financial year.

(97) Transport for NSW has been working through cultural and environmental investigations which were carried out in 2023. Additional cultural heritage locations have been identified this year requiring further investigation and time to ensure the duplication doesn't impact culturally significant sites and objects.

(98) The commencement date is yet to be announced. The completion date of construction may be subject to weather conditions and the findings of the investigation.

(99) Approximately 100 per cent of the allocated budget for this year is for planning and design.

(100) Approximately 40 per cent of the allocated budget for this year is for external contractors.

(101) Approximately 60 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 102 – 112 Great Western Highway

(102) Does the decrease in funding FY23-24 to FY24-25 meet community expectations on the completion of these projects?

(103) How has the Government addressed the concerns of residents for the Medlow Bath works?

(104) What is the current daily traffic flow along this Blue Mountains section of the Great Western Highway?

(105) What is the current daily number of heavy vehicles along this Blue Mountains section of the Great Western Highway?

(106) Along this Blue Mountains section of the Great Western Highway, what is the yearly motor vehicle accidents?

- (107) What are the latest figures for the expected current financial year spend on this project?
- (108) Have there been any delays in the project this calendar year?
- (109) When is it expected to be open to the public?
- (110) What is the percentage of the allocated budget this year is for planning and design?
- (111) What is the percentage of the allocated budget this year is for external contractors?
- (112) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(102) The funding made available for the Medlow Bath Upgrade for this financial year is sufficient to allow for the continued delivery of the upgrade in accordance with the planned delivery timetable.

(103) Consultation has led to design improvements which are now part of the Medlow Bath Upgrade. These include:

- a revised U-turn Bay on Bellevue Crescent to now only be a safe access for six local properties
- increased lane widths from 3.35 metres to 3.5 metres
- improved pedestrian access to the railway station on Railway Parade
- a rescoped pedestrian bridge
- traffic signals at Bellevue Crescent
- safer access for properties with access onto Highway
- Station Street being left open to two-way traffic and the retaining walls reduced
- a vegetated buffer to better separate the Highway and shared path
- community led landscaping on Railway Parade
- relocating the mural bus shelter from the Highway to Medlow Park
- additional parking on Railway Parade to offset parking removed from the Highway
- the refined Railway Parade parking design incorporating more landscaping and additional parking for local business, and
- a refined water quality basin design.

Transport for NSW continues to work with residents to help manage construction impacts, including steps such as:

- holding quarterly Medlow Bath Community Advisory Group meetings and monthly community sessions where residents can speak directly to the project team
- increasing the frequency of notification letters to help residents with their planning
- providing alternate accommodation during night works and temporary relocations for residents facing significant and ongoing impacts
- using sound blankets around stationary equipment where practical and safe, and
- responding to community concerns and modifying work or construction site access as needed.

(104) The estimated average daily traffic count for 2024 is 24,260 vehicles for this section of the Great Western Highway.

(105) Based on the available traffic data, heavy vehicles make up an estimated 11 per cent of daily traffic, which is 2,669 heavy vehicles for this section of the Great Western Highway.

(106) From 2019 to 2023, there have been six crashes. On average, there are approximately 1.1 motor vehicle accidents per year for this section of the Great Western Highway.

(107) The 2024-25 NSW Budget allocated \$76.68 million to the Project for this financial year.

(108) In this current calendar year, the project has experienced delays due to design changes as a result of community feedback and inclement weather.

(109) Weather permitting, the Medlow Bath Upgrade is expected to be completed and open to the public in 2025.

(110) Approximately two per cent of the allocated budget for this year is for planning and design.

(111) Approximately 85 per cent of the allocated budget for this year is for external expenditure.

(112) Approximately 15 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 113 - 124 Picton Road upgrade

(113) Should the community be concerned with the safety implications of a decrease in funding FY23-24 to FY 24-25?

(114) When will major works commence on the Western section?

(115) Has the Government explored accelerating this project in line with community needs?

(116) What is the current daily traffic flow along this Western section of Picton Road?

(117) What is the current daily number of heavy vehicles along this Western section of Picton Road?

(118) Along this Western section of Picton Road, what is the yearly motor vehicle accidents?

(119) What are the latest figures for the expected current financial year spend on this project?

(120) Have there been any delays in the project this calendar year?

(121) When is it expected to be open to the public?

(122) What is the percentage of the allocated budget this year is for planning and design?

(123) What is the percentage of the allocated budget this year is for external contractors?

(124) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(113) – (124) The Australian and NSW Governments have committed \$80.7 million and \$44 million respectively for planning the upgrade of Picton Road and current year funding is available in the 2024-25 NSW Budget Papers.

The Picton Road upgrade program is currently funded for design and planning work only. The commencement of major works on the western section is subject to a final business case and environmental approvals.

The Program has been divided into three sections:

- Western Section: between Nepean River and Almond Street including M31 Hume Motorway
- Central Section: between Almond Street and Mount Kiera Road
- Eastern Section: between Mount Kiera Road and M1 Princes Motorway including the M1 Princes Motorway interchange.

The western section has been identified as the first priority due to the existing network performance of the Picton Road and Hume Motorway interchange..

In 2024, approximately 22,000 vehicles use Picton Road per day.

From the 22,000 vehicles per day using Picton Road, about 23 per cent or 5,100 are heavy vehicles.

From 2019 to 2023, there have been 33 crashes along the western section of the Picton Road upgrade.

RTR SUPP 125 – 134 Pacific Hwy (Wyong) upgrade

(125) When is the project approval stage expected?

(126) What is the current daily traffic flow through Wyong Town Centre along the Pacific Highway?

(127) What is the current daily number of heavy vehicles through Wyong Town Centre along the Pacific Highway?

(128) Along the current stretch of Pacific Highway through Wyong Town Centre, what is the yearly motor vehicle accidents?

(129) What are the latest figures for the expected current financial year spend on this project?

(130) Have there been any delays in the project this calendar year?

(131) When is it expected to be open to the public?

(132) What is the percentage of the allocated budget this year is for planning and design?

(133) What is the percentage of the allocated budget this year is for external contractors?

(134) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(125) Public display of the updated concept design was carried out during July 2024. A Review of Environmental Factors (REF) amendment is expected to be published in late 2024 to address recent design changes, which were in part a result comments received during the public display.

(126) and (127) The Pacific Highway through Wyong Town Centre carries up to 36,500 vehicles per day, including up to approximately 2,000 heavy vehicles.

(128) Between 2019 and 2023, there have been a total of 41 crashes reported (one fatal, five serious injury crashes, 12 moderate injury crashes, eight minor/other injury crashes and 15 non-casualty(towaway) crashes) resulting in 34 casualties (one fatality, six serious injuries, 17 moderate injuries and 10 minor/other injuries) on Pacific Highway between Johnson Road, Tuggerah and Cutler Drive, Wyong.

(129) The current year spend is \$5.6 million based on the 2024-25 NSW Budget Paper.

(130) To date, there has been no delays to the project this year.

(131) A detailed staged construction schedule will be developed once a delivery partner is engaged by Transport for NSW. Delivery of the project will be determined once the schedule has been finalised.

(132) Approximately 90 per cent of the allocated budget for this year is for planning and design.

(133) Approximately 55 per cent of the allocated budget for this year is for external expenditure.

(134) Approximately 45 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 135 - 144 Bells Line Rd Slope repairs

(135) Can we get a progress report, when is completion expected?

(136) What is the current daily traffic flow along Bells Line Rd?

(137) What is the current daily number of heavy vehicles along Bells Line Rd?

(138) Along Bells Line Rd, what is the yearly motor vehicle accidents?

(139) What are the latest figures for the expected current financial year spend on this project?

(140) Have there been any delays in the project this calendar year?

(141) When is it expected to be open to the public?

(142) What is the percentage of the allocated budget this year is for planning and design?

(143) What is the percentage of the allocated budget this year is for external contractors?

(144) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

- (135) Progress update and expected date of completion for the slope repairs:
- Slopes 33459, 93282 & 96403 (Mount Tomah) were completed in August 2024.
 - Slope 33488, which is approximately 3.5 kilometres east of the intersection with Darling Causeway at Bell is anticipated to have physical works commence in quarter four 2024 and, weather permitting, take around five months to complete.
 - Slope 33467, around one kilometre west of Rainbow Ravine Road, near Mt Tomah is anticipated to have physical works anticipated to commence in quarter four 2024 and, weather permitting, take around five weeks to complete.
 - Further slope repairs anticipated to commence (dates yet to be confirmed) within the current financial year:
 - Slope 33449, around 70 meters north-west of the intersection with Stone Terrace, Kurrajong Hills, with works, weather permitting, expected to take two months to complete.
 - Slope 37944, around 280m south-west of the Blue Mtns Botanic Garden, Mt Tomah, with works, weather permitting, expected to take around four months to complete
 - Slope 33461, around 280 meters north-east of the Blue Mountains Botanic Garden, Mt Tomah is yet to have a commencement date confirmed, but weather permitting is expected to take around five months to complete.
 - Slope 96379 (Mount Tomah) is in a delivery readiness phase, subject to a property acquisition. Delivery will be coordinated with other projects along the Bells Line of Road to minimise cumulative impacts. Tender and construction are anticipated in the second half of 2025.
 - The following works have been completed:
 - Putty Road – Blaxlands Ridge/Colo slopes 75011, 75015 and 77309.
 - Bells Line of Road – Kurrajong Heights slopes 33452 and 37956
 - Bells Line of Road – Mt Tomah slopes 33475, 33484, 37921.
 - Hawkesbury Road/Springwood Road – Hawkesbury Heights slopes 20944, 23203 and 23205

(136) Based on the available traffic data, the estimated average daily traffic in 2024 on Bells Line of Road from North Richmond Bridge to Darling Causeway at Bell is 2,729 vehicles.

(137) It is estimated that heavy vehicle make up is 19 per cent of daily traffic, which is around 518 heavy vehicles.

(138) Between 2019 and 2023, there have been a total of 120 crashes reported (three fatal, 27 serious injury crashes, 41 moderate injury crashes, 13 minor/other injury crashes and 36 non-casualty(towaway) crashes) resulting in 124 casualties (three fatalities, 36 serious injuries, 56 moderate injuries and 29 minor/other injuries) on Bells Line of Road between Darling causeway, Bell and Hawkesbury River bridge, Richmond.

(139) Transport for NSW is currently finalising the slope reconstruction estimates for Bells Line of Road with the relevant natural disaster reconstruction agencies. The works are currently expected to cost more than \$10 million during the 2024-25 financial year.

(140) I refer to the response to Supplementary Question 135.

(141) I refer to the response to Supplementary Question 135.

(142) Approximately 43 per cent of the allocated budget for this year is for planning and design, due to complex upfront design requirements.

(143) Approximately 89 per cent of the allocated budget for this year is for external expenditure.

(144) Approximately 11 per cent of the allocated budget for this year is for internal expenditure.

RTR SUPP 145 - 154 Jervis Bay Rd intersection

(145) When is project approval expected?

(146) What is the current daily traffic flow along this section of the Princess Highway?

(147) What is the current daily number of heavy vehicles along this section of the Princess Highway?

(148) Along this section of the Princess Highway, what is the yearly motor vehicle accidents?

(149) What are the latest figures for the expected current financial year spend on this project?

(150) Have there been any delays in the project this calendar year?

(151) When is it expected to be open to the public?

(152) What is the percentage of the allocated budget this year is for planning and design?

(153) What is the percentage of the allocated budget this year is for external contractors?

(154) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(145) In April 2022, the Jervis Bay Road and Princes Highway intersection upgrade project was approved for construction.

(146) For this section of the Princess Highway, the Average Annual Daily Traffic (AADT) count is approximately 25,000 cars per day.

(147) For this section of the Princess Highway, there is an average of approximately 3,090 heavy vehicles per day, which is 12 percent of all traffic

(148) Between 2019 and 2023, there has been a total of five crashes reported at the intersection of Jervis Bay Road and Princes Highway, Falls Creek.

(149) In the 2024-25 NSW Budget, \$33.266 million was allocated for this financial year.

(150) There have been no construction delays recorded in the current calendar year.

(151) Weather permitting, the project is expected to be completed by late 2027.

(152) Zero per cent of the allocated budget for this year is for planning and design.

(153) Approximately 83 per cent of the allocated budget for this year is for external expenditure.

(154) Approximately 17 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 155 - 165 Milton-Ulladulla bypass

(155) Why was there a decrease in funding FY23-24 to FY24-25?

(156) When is project approval expected?

(157) What is the current daily traffic flow along the section of the Princes Highway to be bypassed?

(158) What is the current daily number of heavy vehicles along the section of the Princes Highway to be bypassed?

(159) Along this section of the Princes Highway to be bypassed, what is the yearly motor vehicle accidents?

(160) What are the latest figures for the expected current financial year spend on this project?

(161) Have there been any delays in the project this calendar year?

(162) When is it expected to be open to the public?

(163) What is the percentage of the allocated budget this year is for planning and design?

(164) What is the percentage of the allocated budget this year is for external contractors?

(165) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(155) There has been no decrease to the overall project funding committed by the Australian and NSW Governments.

(156) The Project's planning approval is currently targeted for early 2027.

(157) and (158) Transport for NSW does not hold traffic data for 2024 around the Milton and Ulladulla townships. However during 2019 and 2020, traffic volumes were approximately 17,000 vehicles per day, including approximately 1,700 heavy vehicles or 10 per cent of traffic per day.

(159) Between 2019-2023, there have been a total of 87 crashes, including three fatal, seven serious injury, 52 moderate injury, six minor/other injury and 19 non-casualty(towaway) crashes at this section of Princes Highway (Starting at the Croobyar

Creek and ending at the intersection of Old Princes Highway (Princes Highway E) and the Princes Highway near Termeil Creek).

(160) The 2024-25 NSW Budget allocated \$7.7 million to the Project for this financial year.

(161) There have been no delays to the project this calendar year.

(162) A target date for the opening of the bypass cannot be determined until a contract has been awarded.

(163) For this year, 100 per cent of the allocated budget is for planning and design.

(164) Approximately 60 per cent of the allocated budget for this year is for external expenditure.

(165) Approximately 40 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 166-176 – Mandalong Rd upgrade

(166) Would you provide a progress report on this upgrade?

(167) When do you expect to reach the project approval stage?

(168) What is the current daily traffic flow along Mandalong Road?

(169) What is the current daily number of heavy vehicles along Mandalong Road?

(170) What is the yearly motor vehicle accidents along Mandalong Road?

(171) What are the latest figures for the expected current financial year spend on this project?

(172) Have there been any delays in the project this calendar year?

(173) When is it expected to be open to the public?

(174) What is the percentage of the allocated budget this year is for planning and design?

(175) What is the percentage of the allocated budget this year is for external contractors?

(176) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(166) Transport for NSW has prepared a preferred design for the proposed upgrade of Mandalong Road, Morisset. The community and other stakeholders were invited to provide feedback between 26 June and 4 August 2024. Transport for NSW is now preparing a report that includes responses to items raised during the feedback period.

The project milestones achieved to date this year include:

- Strategic Assessment complete – March 2024
- Delivery Strategy Workshop complete – March 2024
- Contractor engaged for Environmental Assessment – June 2024
- Gate 1 Strategic Business Case Assurance completed – June 2024
- Preferred Design publicly displayed - July / August 2024.

(167) The Project's Review of Environmental Factors (REF) is expected to be completed in the second quarter of 2025.

(168) The current daily traffic flow along Mandalong Road is around 18,000 vehicles (August 2023).

(169) The current daily number of heavy vehicles along Mandalong Road is around 1,340 vehicles (August 2023).

(170) From 2015 to 2022, about 24 crashes were recorded on the Mandalong Road between M1 Pacific Motorway and Ourimbah Street.

(171) For this financial year, the NSW 2024-25 Budget allocated \$1.884 million to the Project.

(172) I refer to the response to Supplementary Question 166.

(173) The open to traffic date is subject to project and funding approvals.

(174) Approximately 100 per cent of the allocated budget for this year is for planning and design.

(175) Approximately 50 per cent of the allocated budget this year is for external-expenditure.

(176) Approximately 50 per cent of the allocated budget this year is for internal Department expenditure.

RTR SUPP 177-186 – Central Coast-Tumbi Rds intersection

(177) Has tendering been completed?

(178) What is the current daily traffic flow using this intersection?

(179) What is the current daily number of heavy vehicles using this intersection?

(180) What is the yearly motor vehicle accidents while using this intersection?

(181) What are the latest figures for the expected current financial year spend on this project?

(182) Have there been any delays in the project this calendar year?

(183) When is it expected to be open to the public?

(184) What is the percentage of the allocated budget this year is for planning and design?

(185) What is the percentage of the allocated budget this year is for external contractors?

(186) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(177) The Expressions of Interest (EOI) was completed in June 2024 and tendering is now in progress.

(178) Approximately 26,000 vehicles travel via the intersection each day.

(179) Approximately four per cent of all the vehicles traveling via the intersection are heavy vehicles.

(180) Between 2019 and 2023, there were seven crashes reported (no fatal crashes, three serious injury crashes, two moderate injury crashes, one minor/other injury crash and one non-casualty (towaway) crash) resulting in eight casualties (no fatalities, three serious injuries, three moderate injuries, and two minor/other injuries) within 50 metres of the intersection of Central Coast Highway and Tumbi Rd at Wamberal.

(181) The 2024-25 NSW Budget allocated \$1.779 million to the project for this financial year.

(182) I refer to the response to Supplementary Question 177.

(183) Weather permitting, the project is expected to open to traffic by mid-2027.

(184) Approximately 20 per cent of the allocated budget for this year is for planning and design.

(185) Approximately 80 per cent of the allocated budget for this year is for external expenditure.

(186) Approximately 20 per cent of the allocated budget this year is for internal Departmental expenditure.

RTR SUPP 187-188 – Regional Rail Fleet

(187) When do we expect to receive the entire fleet yet?

(188) When will these enter service?

Answer

I am advised:

(187) The first two trains have now arrived at the Mindyarra Maintenance Centre.

(188) All new trains will undergo extensive testing and commissioning to ensure they are safe and comply with all relevant standards and requirements before starting passenger services.

A timeline for their entry into service will be confirmed once they have progressed through testing and the relevant verifications on the Australian and NSW rail networks.

RTR SUPP 189-190 – Mariyung Fleet

(189) Has the testing been completed?

(190) Given we are in the second half of 2024, when will these enter service?

Answer

I am advised:

(189) and (190) To date, 10 trains have completed physical modifications to reflect the new operating model and the first two Maryung trains have now completed all required testing and commissioning on the Sydney Trains Intercity network.

There are a range of detailed technical, operational and workforce readiness processes to be completed prior to the new fleet entering service, which is targeted to take place during Q4, 2024. The National Rail Safety Regulator will also need to complete its independent approval process for safety accreditation before the Maryung trains enter passenger service.

The new trains will start on the Central Coast & Newcastle Line, gradually replacing the older trains.

RTR SUPP 191-192 – Fixing Country Rail Transcript page 11

(191) Where is the Gilgandra to Coonamble 25 TAL upgrade at?
(192) Where is construction at with the Wumbulgal Siding?

Answer

I am advised:

(191) Design and planning works are progressing and future project timeframes are yet to be confirmed.

(192) Design and planning works are progressing and future project timeframes are yet to be confirmed.

RTR SUPP 193-202 – Newell Hwy Narrabri-Moree upgrade

(193) Can we get an update on this project, where is Section 3 and 5 at?

(194) What is the current daily traffic flow along the Newell Highway between Narrabri and Moree?

(195) What is the current daily number of heavy vehicles along the Newell Highway between Narrabri and Moree?

(196) What is the yearly motor vehicle accidents along the Newell Highway between Narrabri and Moree?

(197) What are the latest figures for the expected current financial year spend on this project?

(198) Have there been any delays in the project this calendar year?

(199) When is it expected to be open to the public?

(200) What is the percentage of the allocated budget this year is for planning and design?

(201) What is the percentage of the allocated budget this year is for external contractors?

(202) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(193) Work has been completed on:

- two new north and southbound overtaking lanes
- 12.4 kilometres of new road pavement and widened shoulders
- stormwater drainage works
- the installation of line marking, guard rails and permanent road signs in Section 5
- new bridge sized drainage structures at Clarks Gilly
- improvements to private property and bus stops, and
- the relocation of service utilities in Bellata.

Remaining activities will be completed in the coming months.

(194) From 2021, the average daily traffic is approximately 3,000 vehicles per day.

(195) From 2021, heavy vehicles between Narrabri and Moree are approximately 1,800, constituting 40 per cent of the daily traffic.

(196) Between 2019 and 2023, on Newell Highway, between 3.5 kilometres north of the intersection of Newell Highway and Buckie Road, Moree and 2 kilometres south of the intersection of Newell Highway and Highfield Lane, Narrabri, there have been a total of 80 crashes reported (three fatal crashes, eight serious injury crashes, 33 moderate injury crashes, six minor/other injury crashes and 30 non-casualty (towaway) crashes) resulting in 73 casualties (four fatalities, nine serious injuries, 44 moderate injuries and 16 minor/other injuries).

(197) The 2024-25 NSW Budget allocated \$63.16 million to the project for this financial year.

(198) Transport for NSW advises there have been no delays to the project this calendar year. Rain during 2024 has resulted in rescheduling of works, however the project is on track to be open to traffic by early 2026.

(199) I refer to the response to Supplementary Question 198.

(200) Zero per cent of the allocated budget for this year is for planning and design.

(201) Approximately 90 per cent of the allocated budget for this year is for external expenditure.

(202) Approximately 10 per cent of the allocated budget for this year is for internal Departmental expenditure.

RTR SUPP 203-207 – Giinigay Way-Valla Beach Rd intersection

(203) Has this intersection been identified by Transport NSW as an intersection of concern?

(204) How is the Government approaching the safety issues at this intersection?

(205) What is the current daily traffic flow through this intersection?

(206) What is the current daily number of heavy vehicles through this intersection?
 (207) What is the yearly motor vehicle accidents at this intersection?

Answer

I am advised:

(203) In late 2022 NSW Police brought to the attention of Transport for NSW and Nambucca Valley Council the increasing number of crashes and near misses occurring at the various intersections in the Nambucca Valley with slips lanes.

(204) NSW Police feedback is that one of the key contributing factors to these crashes and near misses is non-compliance with and/or misunderstanding of the NSW Road Rules in relation to slip lanes at T intersections (Road Rule 73 (5)).

In response to the NSW Police concerns Transport for NSW agreed to install Give Way signs and line marking at this location, and two other locations identified (The Link Road and Old Coast Road, North Macksville). The Give Way sign and line marking is to remind road users of the existing road rule, eliminate the current confusion, and support a reduction in crashes.

In response to community concerns about speeding on Giinagay Way through the intersection, Transport for NSW relocated the existing southbound 100 km/h speed signs a further 200 metres away from the intersection. This change is designed to ensure that motorists do not see the 100 km/h sign on their approach to the intersection and do not speed up as they travel through the intersection, achieving a higher level of speed compliance with the existing 90 km/h speed limit through the intersection.

In response to ongoing community concerns about safety at the intersection of Giinagay Way and Valla Beach Road, Valla Beach, Transport for NSW has engaged National Traffic Surveys to install traffic monitoring cameras. The cameras will operate 24 hours a day for a seven-day period and will provide Transport for NSW with further insights to better understand the traffic movements at this intersection. In addition, traffic counts and speed data will also be collected. Transport for NSW will review all data collected and consider any additional safety improvements in consultation with the Council.

The traffic monitoring cameras were installed on 29 September 2024 and will operate from midnight 30 September 2024 until midnight 6 October 2024.

(205) The 2024 Average Annual Daily Traffic count on Giinagay Way about 500 metres north of Valla Beach Road is 2,368 vehicles, with 90 per cent being light vehicles and 10 per cent constituting heavy vehicles.

(206) I refer to the response to Supplementary Question 205.

(207) Between 2019 and 2023, there was one crash reported resulting in two casualties (one serious injuries and one moderate injury) at the Giinagay Way and Valla Beach Road intersection at Valla.

Preliminary data indicates there have been three recorded crashes so far in 2024 at this intersection, with no fatalities.

Note that 2024 crash data is preliminary as at 26 September 2024 and injury data is incomplete and subject to change.

RTR SUPP 208-210 – Light Rail extension into NSW

(208) Is the Department pursuing the extension of Light Rail into NSW?
 (209) What discussion have been held with the Queensland Government?
 (210) What discussion have been held with the Australian Government about funding and coordination of this project?

Answer

I am advised:

(208) Currently, there are no plans to extend the Gold Coast Light Rail into NSW, noting any extension of the light rail is dependent on the Queensland Government extending the current Gold Coast Light Rail to the Gold Coast airport.

(209) Transport for NSW has investigated the potential for extending the Gold Coast Light Rail into Tweed Heads. Transport for NSW has engaged with the Queensland Government to undertake investigations, including an agreement to use the current traffic model from Queensland down into NSW.

(210) Transport for NSW has not had any material conversations with the Australian Government to date on this matter.

RTR SUPP 211-222 – Waterfall Way

(211) Can you confirm that the removal of Thora traffic lights?

(212) What is the status of the following sub-projects:

- (a) Newell to Sherrard Falls culvert repair work?
- (b) Kotupna pavement repairs?
- (c) Slope repairs near Thora?
- (d) Myers Bluff slip repairs?
- (e) Slope repairs at Timber Crib Wall?
- (f) Deer Vale pavement repairs?

(213) Is Transport NSW currently looking at the alternate route from Dorrigo to Coffs Harbour through Megan for resilience purposes?

(214) What is the current daily traffic flow along Waterfall Way?

(215) What is the current daily number of heavy vehicles along Waterfall Way?

(216) What is the yearly motor vehicle accidents along Waterfall Way?

(217) What are the latest figures for the expected current financial year spend on this project? (F&P)

(218) Have there been any delays in the project this calendar year? David Pattison

(219) When is it expected to be open to the public? David Pattison

(220) What is the percentage of the allocated budget this year is for planning and design?

(221) What is the percentage of the allocated budget this year is for external contractors?

(222) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(211) The Thora project is currently in the procurement stage with works expected to commence shortly after the awarding of the contract. The traffic signals will remain in place until the completion of the remediation works.

(212) (a) Works have commenced and, weather permitting, are expected to be completed by 30 June 2025.

(b) Project development is complete. Works are planned to commence in early 2025, weather permitting and are expected to be completed by 30 June 2025.

(c) Weather permitting, works are expected to commence early November 2024.

(d) Project development is progressing. Transport for NSW is working with landowners to resolve property issues before progressing to procurement. The completion timeframe will be determined once property issues are resolved, and a contractor has been engaged.

(e) Project development is continuing. Works are expected to commence mid-2025, weather permitting, and completion is expected in late 2025.

(f) Project development is complete. Works are commencing October 2024, weather permitting, are expected to be completed by 30 June 2025.

(213) Transport for NSW will continue to work with the local council to determine appropriate alternative routes.

(214) Approximately 8,500 vehicles per day from the Pacific Highway to Bellingen, approximately 2,500 from Bellingen to Dorrigo, and approximately 1,500 from Dorrigo to Armidale.

(215) Approximately 340 heavy vehicles per day from the Pacific Highway to Bellingen, approximately 340 from Bellingen to Dorrigo, and approximately 175 from Dorrigo to Armidale.

(216) Between 2019-2023, there have been a total of 133 crashes, including six fatal, 43 serious injury, 41 moderate injury, 10 minor/other injury and 33 non-casualty (tow away) crashes in the Waterfall Way between the intersection with Canambe Street in Armidale and the intersection with Pacific Highway in Raleigh.

(217) Based on the 2024-25 NSW Budget Paper, the current year spend is \$17.3 million.

(218) Some delays have been recorded in the project this calendar year due to re-prioritisation of projects from service providers, matters relating to land access and coordinating projects to minimise network impacts.

(219) Weather permitting, 2025.

(220) to (222) As these projects are not tracked at a program level, Transport for NSW is not able to provide this information at the current time.

RTR SUPP 223-230 – Kempsey-Armidale Rd reconstruction

(223) Can you provide an update into this project and when Armidale Council will award a tender for construction?

(224) Which 43km of the road has been selected for works?

(225) What is the current daily traffic flow along Kempsey to Armidale Rd?

(226) What is the current daily number of heavy vehicles along Kempsey to Armidale Rd?

(227) What is the yearly motor vehicle accidents along Kempsey to Armidale Rd?

(228) What are the latest figures for the expected current financial year spend on this project?

(229) Have there been any delays in the project this calendar year?

(230) When is it expected to be open to the public?

Answer

I am advised:

(223) The Kempsey Armidale Road Independent Technical Review was completed by Armidale Regional Council for the revised scope and cost estimate. The Independent Technical Review was submitted as an updated Independent Technical Review to the NSW Reconstruction Authority on 20 June 2024.

The awarding of a tender is dependent on the approval of the Independent Technical Review and approval to proceed to tender by Armidale Regional Council.

(224) This is limited to a long section that has been damaged, from the Kempsey Shire Council and Armidale Regional Council boundary west through to the top of Big Hill.

(225) Traffic volumes fluctuate greatly along the length of Kempsey Armidale Road. Prior to the disaster, the Annual Average Daily Traffic fluctuated from 1,934 vehicles south of Mooneba Road to 2,065 vehicles south of Tallowood Fire Road. Currently, the road between the Armidale local government boundary (LGA) and the top of Big Hill is closed to non-residents and the Annual Average Daily Traffic is very limited within this section.

(226) Prior to the series of disasters, heavy vehicles made up between 5.91 per cent (south of Mooneba Road) and 27.59 per cent (Blackbird Flat). Transport for NSW does not have current heavy vehicle numbers on the road and note, Kempsey Armidale Road is the responsibility of Armidale Regional Council. The closed section is subject to Armidale

Regional Council permit. It is noted that there is currently a high proportion of heavy vehicles undertaking the Kempsey Armidale Road improvement works.

(227) The NSW Centre for Road Safety published vehicle accidents that have occurred on Kempsey Armidale Road between 2018 and 2022. For the section within Armidale Regional Council (the section west of the LGA boundary) there were five vehicular accidents recorded. This would equate to an average of approximately one per year. It is noted that the road east of the LGA boundary has a more extensive accident history with 30 vehicular accidents occurring during the same time period. This would equate to approximately six per year.

(228) Should construction commence this financial year, and depending on the timeframe for commencement, the spend is expected to be between \$30 million and \$70 million.

(229) Yes, there have been delays encountered during this calendar year as there are complexities with the detailed design of the restoration of the Kempsey Armidale Road. An updated Independent Technical Review is being prepared to submit to the NSW Reconstruction Authority (NSWRA).

(230) Armidale Regional Council currently has four years approved to complete the works; however, this has been delayed until a determination has been received from National Emergency Management Agency (NEMA) for the Independent Technical Review Application Type 3 exemption. A date for the reopening of the road to traffic has not as yet been established.

RTR SUPP 231-235 – Armidale Rd Reclassification

(231) Can you confirm the classification of the Armidale Rd remains a State Government responsibility?

(232) Can we get an update on the reclassification negotiations with Council?

(233) What is the current daily traffic flow along Armidale Rd between Grafton and Ebor?

(234) What is the current daily number of heavy vehicles along Armidale Rd between Grafton and Ebor?

(235) What is the yearly motor vehicle accidents along Armidale Rd between Grafton and Ebor?

Answer

I am advised:

(231) Armidale Road is a regional road managed by Clarence Valley Council.

(232) The NSW Government is working with Transport for NSW (to establish a business-as-usual approach for reviewing the management of the road network. Transport for NSW is currently identifying options to manage road reclassification as a business-as-usual process and will consult with local government on an approach before proceeding with future reviews.

The updated business-as-usual process is targeted to be in place by end of this year. This will include a review of the current Transport Administrative Road classification definitions

and criteria for State, regional and local roads, and identify improvements to the criteria to assist with creating a more transparent and objective assessment of road change requests.

(233)-(234) This is a matter for the Clarence Valley Council as the responsible road manager for Armidale Road between Grafton and Ebor.

(235) The five-year crash data is provided as follows:

Year	Total no. of crashes	Total no. of fatalities	Total no. of injuries
2019	16	1	85
2020	14		46
2021	14	1	35
2022	15		55
2023	12		75
Total	71	2	296

RTR SUPP 236 - 241 N.E. Hwy-Puddledock Rd intersection

(236) Is Transport NSW aware of safety issues at the Puddledock Rd intersection?

(237) Given the safety issues at this intersection, is a dedicated turn lane into Puddledock Rd proposed?

(238) Can you provide an update on plans for this intersection?

(239) What is the current daily traffic flow through this intersection?

(240) What is the current daily number of heavy vehicles through this intersection?

(241) What is the yearly motor vehicle accidents at this intersection?

Answer

I am advised:

(236) Transport for NSW is aware of safety issues along the New England Highway, including at the Puddledock Road intersection.

(237) Transport for NSW has put in an application under the Federal Road Safety Program for a number of safety upgrades across the New England region, including the New England Highway around Puddledock Road. Transport for NSW is awaiting advice on the outcome of this funding program.

(238) Treatments to this section of road, if approved, will include widened shoulders and centre line, safety barriers, and an upgrade to existing intersections including the New England Highway with Puddledock Road.

Transport for NSW will consult with the community once a strategic concept design is finalised before moving into delivery, noting this will be subject to funding approval. Transport for NSW has design plans for an intersection upgrade which includes both a right turn and left turn lanes into Puddledock Road from the New England Highway.

(239)-(240) Transport for NSW does not currently hold this information.

(241) In the five years between 2019-2023, there was one minor injury crash at the intersection of the New England Highway and Puddlelock Road in 2019.

RTR SUPP 242 - 244 TfNSW Safer Drivers Course

(242) What was the reasoning for the failure to renew their Safe Drivers Course contract, following the completion of the 3-year contract on the 30 Jun 2024?

(243) What were the audit results, conducted by KPMG for TfNSW, into this business?

(244) Can the Minister confirm all the other 28 providers had their contracts renewed, and Learn Drive Survive have been singled out for exclusion despite ranking #3 among all providers within the industry?

Answer

I am advised:

(242) Transport for NSW has an ongoing responsibility to manage delivery of the Safer Drivers Course program in NSW. Services contracted to deliver this program are procured in accordance with the NSW Government Procurement Policy Framework. While the Framework provides that Transport for NSW has discretion to extend an agreement following the end of the contract term, it is under no obligation to do so. It is not clear which Safer Drivers Course contract this question refers to.

(243) The findings of external audits on Safer Drivers Course contracts are Commercial-in-Confidence.

(244) 29 suppliers were successful in being awarded Safer Drivers Course agreements in 2021. Since then, and prior to 30 June 2024, seven providers have voluntarily terminated their agreements. Reasons provided to Transport for NSW included personal issues, sale of business and anti-competitive behaviour on the part of other providers resulting in an unviable agreement.

There were 23 providers when Transport for NSW exercised its discretion to extend the agreements. 22 providers had their agreements extended as at 30 June 2024 (one provider voluntarily terminated its agreement) and 21 providers continue to deliver the Safer Drivers Course.

Transport for NSW exercised its discretion to extend some agreements in strict adherence to the NSW Government Procurement Policy Framework. Transport for NSW applied due diligence to ensure the decision was fair, consistent and transparent. Transport for NSW took into consideration the aptitude and voluntary willingness of each provider to align delivery with Transport for NSW's obligation to ensure ongoing integrity and quality of this important program for learner drivers. Transport for NSW also took into consideration the ongoing availability and accessibility of the Safer Drivers Course for learner drivers in both metropolitan and regional NSW.

Learn Drive Survive Safer Drivers Course agreements expired on 30 June 2024 at the end of the agreement term. Transport for NSW did not terminate the agreements under the termination provisions.

Transport for NSW does not rank providers.

RTR SUPP 245 - 248 Goldfields Way-Olympic Hwy intersection

(245) Can you please advise the possibility for Transport for NSW to change the sign at the intersection of Goldfields Way and Olympic HWY from a give way to a Stop Sign?

(246) What is the current daily traffic flow through this intersection?

(247) What is the current daily number of heavy vehicles through this intersection?

(248) What is the yearly motor vehicle accidents at this intersection?

Answer

I am advised:

(245) The intersection of Goldfields Way and Olympic Highway is defined as a terminating street. The sight distance in both directions is considered more than adequate for the existing 100km/h speed zone. Consequently, the requirements for the installation of a stop sign are not met.

(246) The Annual Average Daily Traffic count last captured in 2019 found that 3,100 vehicles travelled through the intersection per day.

(247) The Annual Average Daily Traffic count last captured in 2019 found that 470 heavy vehicles travelled through the intersection per day.

(248) For the period of 1 June 2017 to 1 September 2024, no motor vehicle accidents were recorded at this intersection.

RTR SUPP 249 - 253 Mitchell Hwy Overtaking Lanes

(249) Minister, what is your response to the people that travel this stretch of the Mitchell Highway each and every day?

(250) Will you provide the funding required for the overtaking lanes on the Mitchell Highway between Dubbo and Wellington to improve travel time and safety for motorists?

(251) What is the current daily traffic flow along the Mitchell Highway between Dubbo and Wellington?

(252) What is the current daily number of heavy vehicles along the Mitchell Highway between Dubbo and Wellington?

(253) What is the yearly motor vehicle accidents along the Mitchell Highway between Dubbo and Wellington?

Answer

I am advised:

(249) Transport for NSW continues to monitor the safety and efficiency of traffic on the Mitchell Highway between Wellington and Dubbo.

(250) Funding has been provided for planning and development of an overtaking lane between Wellington and Geurie.

(251) Between Wellington and Geurie, traffic volumes averaged 5,280 vehicles per day in 2023.

(252) Between Wellington and Geurie, traffic volumes averaged 1,066 heavy vehicles per day in 2023.

(253) Between 2019 and 2023, there have been a total of 179 crashes on the Mitchell Highway between Dubbo and Wellington, including four fatal, 29 serious injury, 62 moderate injury, 26 minor injury, and 58 non-casualty (towaway) crashes.

RTR SUPP 254 - 260 New Dubbo Bridge

(254) Minister, can you provide assurance that this project will be delivered on time and on budget?

(255) When is bridge deck concrete pour expected to commence?

(256) What is the current daily traffic flow over the existing bridge?

(257) What is the current daily number of heavy vehicles over the existing bridge?

(258) What are the latest figures for the expected current financial year spend on this project?

(259) Have there been any delays in the project this calendar year?

(260) When is it expected to be open to the public?

Answer

I am advised:

(254) Weather permitting, Transport for NSW anticipates the New Dubbo Bridge project to be delivered by late 2026 and to the revised budget of \$263.2 million.

(255) Pouring of the bridge deck concrete began in March 2024. Almost half of the bridge deck concrete has been poured to date.

(256) As this is a new bridge, Transport for NSW has considered the Average Daily Traffic (ADT) count on the Emile Serisier Bridge where the current Newell Highway traffic traverses. In 2015 this was 18,438. The estimated 2024 figure is 20,502, allowing for an expected growth of one per cent.

(257) Heavy vehicles account for 12.6 per cent of vehicles travelling across the Emile Serisier Bridge.

(258) The NSW 2024-25 Budget announced the allocation of \$52.07 million to the Project for this financial year.

(259) Transport for NSW advises that the project has incurred delays due to piling length increases and the resolution of electrical design issues that require non-standard

approvals. More recently, industrial action has resulted in Essential Energy outages being cancelled., Weather permitting, these delays are not anticipated to impact the late 2026 delivery date.

(260) Weather permitting, the New Dubbo Bridge is expected to be completed and opened to the public by late 2026.

RTR SUPP 261 - 263 Rail Maintenance Facility

(261) Minister, this project was on track to be completed by late 2025. Is that still the case.

(262) We know that trains have been delivered to the facility, when can we expect to see this process complete, if it isn't already?

(263) Given the significance of this project and the community interest will there be an opportunity for the community to see and experience the facility firsthand?

Answer

I am advised:

(261)-(262) I refer to the response to Question on Notice 051.

(263) Community interest in the project is appreciated, however, now the centre is operational, for safety reasons, regulations exist to restrict access to the site. As a result, an open day for the broader community cannot be facilitated.

Alternatively, if there is interest from key stakeholders and community groups, the project team can offer a presentation providing an update on the Regional Rail project and the work taking place at the Mindyarra Maintenance Centre.

RTR SUPP 264 - 268 Wybong Rd – OSOM

(264) Minister, the Government's acknowledgement of the significantly increased OSOM vehicle movement along Bengalla and Wybong roads associated with access required to the Central West Orana and New England REZs through road reclassification, what information and modelling does the Government have on the expected traffic along these roads during peak hours?

(265) Has the Government communicated to the local community and local mining industry, the expected disturbance the increased traffic will generate?

(266) What is the current daily traffic flow along Wybong Road?

(267) What is the current daily number of heavy vehicles along Wybong Road?

(268) What is the yearly motor vehicle accidents along Wybong Road?

Answer

I am advised:

(264) In June 2024, and with permission of Muswellbrook Shire Council, Transport for NSW installed machine learning cameras to provide information on the volume and type of vehicles that use Bengalla Road.

(265) Transport for NSW and EnergyCo have developed overarching communication and stakeholder engagement plans relating to Renewable Energy Zones and the transportation of oversize and/or overmass (OSOM) loads.

Transport for NSW and EnergyCo have also developed specific engagement plans for targeted communication and engagement activities for different groups of residents, businesses and stakeholders.

There has been a range of engagement activities since the Memorandum of Understanding was finalised with EnergyCo and Transport for NSW in September 2023.

Specifically in relation to Bengalla and Wybong roads, there has been engagement with key stakeholders via the NSW Minerals Council. There has also been ongoing engagement with Muswellbrook Shire Council.

Transport for NSW is developing an Operational Strategy that will inform the timing and number of OSOM movements. The information in this Operational Strategy will be used as the basis for communication and engagement activities that will occur with the local council, businesses and industry in the Muswellbrook area, the freight industry, motorists, and the broader community.

(266) - (267) Transport for NSW does not hold this information.

(268) Between 2019-2023, there have been nine crashes including one fatal, three serious injury, and five non-casualty (towaway) crashes on the Wybong Road, between the intersection with Golden Highway (Sandy Hollow) and the Kayuga Road (Muswellbrook).

RTR SUPP 269 - 279 Avoca Drive upgrade at Kincumber

(269) When is project approval expected for the priority first stage?

(270) When will major works commence?

(271) What is the current daily traffic flow along Avoca Drive at Kincumber?

(272) What is the current daily number of heavy vehicles along Avoca Road at Kincumber?

(273) What is the yearly motor vehicle accidents along Avoca Drive at Kincumber?

(274) What are the latest figures for the expected current financial year spend on this project?

(275) Have there been any delays in the project this calendar year?

(276) When is it expected to be open to the public?

(277) What is the percentage of the allocated budget this year is for planning and design?

(278) What is the percentage of the allocated budget this year is for external contractors?

(279) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(269) – (270) The concept design and environmental assessment phase of the project is in progress. Strategic design options for the project were displayed for community comment

in July-August 2024. The commencement of major works is dependent on planning approvals and procurement.

(271) – (272) Avoca Drive through the township of Kincumber is used by approximately 26,000 vehicles a day, with heavy vehicles accounting for around six per cent of the daily traffic.

(273) Between 2019 and 2023, there were 25 crashes reported (no fatal crashes, three serious injury crashes, seven moderate injury crashes, three minor/other injury crashes, and 12 non-casualty (towaway) crashes), resulting in 14 casualties (0 fatalities, three serious injuries, eight moderate injuries, and three minor injuries) on Avoca Drive between Boora Boora Road and Joalah Road at Kincumber.

(274) The 2024-25 NSW Budget allocated \$11 million to the project for this financial year.

(275) – (276) I refer to the response to Supplementary Questions 269 and 270.

(277) For this year, 100 per cent of the allocated budget is for planning and development.

(278) Approximately 50 per cent of the allocated budget for this year is for external expenditure.

(279) Approximately 50 per cent of the allocated budget for this year is for internal Department expenditure.

RTR SUPP 280 - 291 Newcastle Link-Minmi Rds intersection

(280) What are the latest figures for the expected current financial year spend on this project?

(281) Have there been any delays in the project this calendar year?

(282) When is it expected to be open to the public?

(283) What is the percentage of the allocated budget this year is for planning and design?

(284) What is the percentage of the allocated budget this year is for external contractors?

(285) What is the percentage of the allocated budget this year is for internal Department expenditure?

(286) What are the latest figures for the expected current financial year spend on this project?

(287) Have there been any delays in the project this calendar year?

(288) When is it expected to be open to the public?

(289) What is the percentage of the allocated budget this year is for planning and design?

(290) What is the percentage of the allocated budget this year is for external contractors?

(291) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(280) The 2024-25 NSW Budget allocated \$1.1 million to the project for this financial year.

(281) No delays have been recorded for the project in this calendar year. It is anticipated consultation on the options for the upgrade will occur in mid-2025, noting this is needed to facilitate housing growth to the north and south of the Newcastle Link Road.

(282) The project is only funded for planning and development. An open to traffic date is dependent on project approvals and delivery funding.

(283) Approximately 100 per cent of the allocated budget this year is for planning and design.

(284) Approximately 45 per cent of the allocated budget this year is for external expenditure.

(285) Approximately 55 per cent of the allocated budget this year is for internal expenditure.

(286) I refer to the response to Supplementary Question 280.

(287) I refer to the response to Supplementary Question 281.

(288) I refer to the response to Supplementary Question 282.

(289) I refer to the response to Supplementary Question 283.

(290) I refer to the response to Supplementary Question 284.

(291) I refer to the response to Supplementary Question 285.

RTR SUPP 292 - 302 Hume Hwy-Marulan pavement rehab

(292) Has this pavement rehabilitation project been completed?

(293) What is the current daily traffic flow along this stretch of the Hume Highway?

(294) What is the current daily number of heavy vehicles along this stretch of the Hume Highway?

(295) What is the yearly motor vehicle accidents along this stretch of the Hume Highway?

(296) What are the latest figures for the expected current financial year spend on this project?

(297) Have there been any delays in the project this calendar year?

(298) When is it expected to be open to the public?

(299) What is the percentage of the allocated budget this year is for planning and design?

(300) What is the percentage of the allocated budget this year is for external contractors?

(301) What is the percentage of the allocated budget this year is for internal Department Expenditure?

(302) What fund is this budget allocation from?

Answer

I am advised:

(292) The Marulan bypass pavement rehabilitation remains an ongoing priority for Transport for NSW.

(293) The annual average daily traffic volume on this stretch of road is approximately 30,000 vehicles per day.

(294) Approximately 27 per cent of the daily average vehicle traffic is comprised of heavy vehicles.

(295) Between 2019 and 2023, there were 25 crashes reported on the Hume Highway between Highland Way and Marulan South Road at Marulan.

(296) The 2024-25 NSW Budget allocated \$1.55 million to the project for this financial year.

(297) There have been no delays to the project in this calendar year.

(298) A timeframe for completion of the Hume Highway pavement rehabilitation work is currently unknown.

(299) – (301) As the 2024-25 program of works is currently being established, funding allocation decisions will form part of this process.

(302) The project is funded by both the Australian and NSW Governments.

RTR SUPP 303 - 314 Pacific Hwy-Harrington Rd intersection

(303) When is project approval expected?

(304) When will major works commence?

(305) What is the current daily traffic flow through the current intersection?

(306) What is the current daily number of heavy vehicles through the current intersection?

(307) What is the yearly motor vehicle accidents through the current intersection?

(308) What are the latest figures for the expected current financial year spend on this project?

(309) Have there been any delays in the project this calendar year?

(310) When is it expected to be open to the public?

(311) What is the percentage of the allocated budget this year is for planning and design?

(312) What is the percentage of the allocated budget this year is for external contractors?

(313) What is the percentage of the allocated budget this year is for internal Department expenditure?

(314) What fund is this budget allocation from?

Answer

I am advised:

(303) – (304) The Review of Environmental Factors has been approved and was published on the Transport for NSW website on 20 September 2024. Transport for NSW will continue to develop the project, with the timing for construction dependent on detailed design and procurement.

(305) The Pacific Highway traffic volumes are in the order of 23,116 total vehicles per day (2022).

(306) The Pacific Highway Heavy Vehicle traffic volumes are in the order of 4,757 heavy vehicles per day (2022).

(307) Between 2019 and 2023, there were eight crashes reported (one fatal crash, one serious injury crash, two moderate injury crashes and four non-casualty (towaway) crashes) resulting in seven casualties (one fatality, four serious injuries and two moderate injuries) on the Pacific Highway between Harrington Road and Coopernook Road.

(308) The 2024-25 NSW Budget allocated \$740,000 to the Project for this financial year.

(309) – (310) I refer to the response to Supplementary Questions 303 and 304.

(311) The expected percentage of the allocated budget for this year for planning and design work is 100 per cent (based on current forecast).

(312) The expected percentage of the allocated budget this year for external contractors is approximately 75 per cent (based on current forecast).

(313) The expected percentage of the allocated budget this year for internal department expenditure is approximately 25 per cent (based on current forecast).

(314) The Australian and NSW governments have committed \$60 million in funding towards the project.

RTR SUPP 315 – 326 Snowy Mountains Hwy repair

(315) How is site 71 progressing?

(316) When are works on Sites 72, 75, 96 and 10340 expected?

(317) What is the current daily traffic flow along this stretch of the Snowy Mountains Highway?

(318) What is the current daily number of heavy vehicles along this stretch of the Snowy Mountains Highway?

(319) What is the yearly motor vehicle accidents along this stretch of the Snowy Mountains Highway?

(320) What are the latest figures for the expected current financial year spend on this project?

(321) Have there been any delays in the project this calendar year?

(322) When is it expected to be open to the public?

(323) What is the percentage of the allocated budget this year is for planning and design?

(324) What is the percentage of the allocated budget this year is for external contractors?

(325) What is the percentage of the allocated budget this year is for internal Department expenditure?

(326) What fund is this budget allocation from?

Answer

I am advised:

(315) On 17 September 2024, the works on site 71 were completed.

(316) Tenders are currently being evaluated for works on site 72. Works on site 75 are underway. The tender for site 96 has been awarded and work will begin once works on site 75 have been completed. It is anticipated the tender process for the works on site 10340 will begin in early 2025.

(317) The average traffic flow along this stretch of the Snowy Mountains Highway is 1,180 vehicles per day.

(318) Approximately 10 per cent of the average traffic flow along this stretch of the Snowy Mountains Highway is comprised of heavy vehicles.

(319) Between 2019 and 2023, there have been 169 crashes (11 fatal crashes, 27 serious injury crashes, 62 moderate injury crashes, 16 minor/other injury crashes, and 53 non-casualty (towaway) crashes), resulting in 165 casualties along the Snowy Mountains Highway, from Hume Hwy, Mount Adrah to Monaro Hwy, Cooma and Monaro Hwy, Steeple Flat to Princes Hwy, Stony Creek.

(320) Approximately \$6.6 million in expenditure is forecast for the 2024-25 financial year. This will depend on tenders being received, so is subject to change. This is for all the natural disaster remedial works on Brown Mountain.

(321) There have been no delays recorded for the project in this calendar year.

(322) Weather permitting, repair works on all sites are set to be completed by end of the 2024-25 financial year.

(323) Approximately 15 per cent of the allocated budget for this year is for planning and design. This is forecast and subject to change.

(324) Approximately 76.5 per cent of the allocated budget this year is for external contractors. This is forecast and subject to change.

(325) Approximately 8.5 per cent of the allocated budget this year is for internal Department expenditure. This is forecast and subject to change.

(326) The budget allocation for this repair work is from the State Natural Disaster Initiative.

RTR SUPP 327 – 334 Kidman Hwy Rest Stop

- (327) Has this project been completed, if not why the delay?
 (328) What are the latest figures for the expected current financial year spend on this project?
 (329) Have there been any delays in the project this calendar year?
 (330) When is it expected to be open to the public?
 (331) What is the percentage of the allocated budget this year is for planning and design?
 (332) What is the percentage of the allocated budget this year is for external contractors?
 (333) What is the percentage of the allocated budget this year is for internal Department expenditure?
 (334) What fund is this budget allocation from?

Answer

I am advised:

- (327) The project completion is pending connection of the water tank to the toilet facilities. Weather permitting, this is expected to be completed by the end of October 2024.
- (328) The expected spend for this financial year is \$282,000.
- (329) In this calendar year there have been delays to the project, primarily relating to a change in project scope for the water supply arrangement. This was altered from refillable tank water to bore water supply, which will deliver improved water quality for motorists and reduced maintenance costs.
- (330) Following connection of the water tank, the toilets will be open to the public. Weather permitting, this is expected to occur by the end of October 2024.
- (331) Approximately one per cent of the allocated budget for this year is planning and design.
- (332) Approximately 90 per cent of the allocated budget for this year is for external contractors.
- (333) Approximately 10 per cent of the allocated budget for this year is for internal Departmental expenditure.
- (334) The project is funded from Transport for NSW State Road Maintenance Program, through the Roadside Asset Renewal initiative.

RTR SUPP 335 – 345 Hillsborough Rd upgrade

- (335) Has major works commenced on this project, if not when are they expected?
 (336) What is the current daily traffic flow along this stretch of the Hillsborough Road?
 (337) What is the current daily number of heavy vehicles along this stretch of the Hillsborough Road?
 (338) What is the yearly motor vehicle accidents along this stretch of the Hillsborough Road?
 (339) What are the latest figures for the expected current financial year spend on this project?
 (340) Have there been any delays in the project this calendar year?

- (341) When is it expected to be open to the public?
 (342) What is the percentage of the allocated budget this year is for planning and design?
 (343) What is the percentage of the allocated budget this year is for external contractors?
 (344) What is the percentage of the allocated budget this year is for internal Department expenditure?
 (345) What fund is this budget allocation from?

Answer

I am advised:

- (335) Works on Stage 1 of the project are expected to commence in 2025.
- (336) Transport for NSW doesn't hold traffic volume counts for 2024, however in 2021, Hillsborough Road was used by between 34,500 to 38,100 vehicles a day, with heavy vehicles accounting for around three to four per cent of the daily traffic.
- (337) I refer to the response to Supplementary Question 336.
- (338) Between 2019-2023, there have been 29 crashes including six serious injury, eight moderate injury, one minor/other injury and 14 non-casualty (towaway) crashes on the section of the Hillsborough Road, between the intersections with Crockett Street and Waratah Avenue.
- (339) The NSW 2024-25 Budget allocated \$1.45 million to the project for this financial year.
- (340) No delays have been encountered during the current calendar year.
- (341) Work on Stage 1 of the project is expected to commence in mid-2025 and will take approximately 18 months to complete.
- (342) Approximately 100 per cent of the allocated budget for this year is for planning and design.
- (343) Approximately 90 per cent of the allocated budget for this year is for external expenditure.
- (344) Approximately 10 per cent of the allocated budget for this year is for internal expenditure.
- (345) The NSW Government has committed \$35 million to deliver the first stage of the Hillsborough Road Upgrade.

RTR SUPP 346 - 356 Pretty Plains Rd-Mitchell Hwy intersection

- (346) Has this project been completed?
 (347) What is the current daily traffic flow through the pre-existing intersection?
 (348) What is the current daily number of heavy vehicles through the pre-existing intersection?

(349) What is the yearly motor vehicle accidents through the pre-existing intersection?
 (350) What are the latest figures for the expected current financial year spend on this project?
 (351) Have there been any delays in the project this calendar year?
 (352) When is it expected to be open to the public?
 (353) What is the percentage of the allocated budget this year is for planning and design?
 (354) What is the percentage of the allocated budget this year is for external contractors?
 (355) What is the percentage of the allocated budget this year is for internal Department expenditure?
 (356) What fund is this budget allocation from?

Answer

I am advised:

(346) On 9 September 2024, the Pretty Plains Road intersection upgrade was completed.

(347) The current daily traffic flow numbers are as follows

- 10,486 Average Daily Traffic (Survey Date 08/2024) at Shadforth
- 7,737 Average Daily Traffic (Survey Date 05/2024) at Vittoria.

(348) The current daily number of heavy vehicles through the pre-existing intersection make up the following percentages:

- 15.6 per cent at Shadforth
- 21.3 per cent at Vittoria

(349) Transport for NSW does not hold any records in relation to yearly motor vehicle accidents occurring through the pre-existing intersection. However, in the last five years, two rear end crashes occurred within the vicinity of the intersection on 22 September 2020 and 3 September 2019. There have been no crashes recorded within the vicinity up to June 2023. (Database shows crashes from July 2018 to June 2023).

(350) The current financial year spend on the Pretty Plains Road intersection upgrade is \$860,391.97.

(351) Transport for NSW expected to complete the project in mid-2024. The project was delayed by wet weather and supply chain issues relating to the sourcing suitable foundation materials.

(352) On 9 September 2024, the Pretty Plains Road intersection upgrade was completed and opened to the public.

(353) The percentage of the allocated budget this year for planning and design was zero.

(354) The percentage of the allocated budget this year for external contractors was 37.01 per cent.

(355) The percentage of the allocated budget this year for internal Departmental expenditure was 42 per cent.

(356) The \$95.9 million Pretty Plains Road intersection upgrade project was jointly funded by the Australian and NSW Governments, as below:

- Saving Lives on Country Roads \$56.6 million.
- Federal Stimulus \$7.7 million.
- Transport for NSW Network Efficiency funding \$6.3 million.
- Transport for NSW Asset Rehabilitation Contribution \$25.3 million.

RTR SUPP 357 - 367 Nelson Bay Rd duplication

(357) When is planning approval expected for the duplication?

(358) When will major works commence?

(359) What is the current daily traffic flow along this stretch of the Nelson Bay Road?

(360) What is the current daily number of heavy vehicles along this stretch of the Nelson Bay Road?

(361) What is the yearly motor vehicle accidents along this stretch of the Nelson Bay Road?

(362) What are the latest figures for the expected current financial year spend on this project?

(363) Have there been any delays in the project this calendar year?

(364) When is it expected to be open to the public?

(365) What is the percentage of the allocated budget this year is for planning and design?

(366) What is the percentage of the allocated budget this year is for external contractors?

(367) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(357) Subject to exhibition of the Review of Environmental Factors, it is anticipated that project approval for the duplication will be achieved by 2026.

(358) The date for commencement of major works is dependent on project and funding approvals and is yet to be confirmed.

(359) In 2019, traffic counts for an average weekday were:

- 28,770 vehicles per day just north of the Cabbage Tree Road intersection.
- 16,340 vehicles per day east of the Medowie Road intersection.
- 24,350 vehicles per day east of Richardson Road through to the Lemon Tree Passage intersection.
- 19,580 vehicles per day east of Lemon Tree Passage toward Nelson Bay.

(360) Traffic counts suggest a range between 1,960 to 3,450 heavy vehicles per day across the above-mentioned sections (eight per cent to 12 per cent).

(361) Between 2019 and 2023, there were 50 crashes recorded (one fatal crash, 13 serious injury crashes, 10 moderate injury crashes, six minor/other injury crashes and 20 non-casualty (towaway) crashes) on the section of Nelson Bay Road between Cabbage

Tree Roundabout and Marsh Road East, resulting in 46 casualties (one fatality, 18 serious injuries, 16 moderate injuries and 11 minor/other injuries).

(362) The project is currently forecast to spend \$740,000 in this 2024-25 financial year.

(363) No. The Department has continued to progress work on this project internally. The project received funding in the Federal Budget in 2024

(364) The date for opening to the public is dependent on project approvals and is yet to be confirmed.

(365) For this year, 100 per cent of the budget is for planning and design.

(366) Approximately 15 per cent of the budget is allocated for external contractors.

(367) Approximately 85 per cent of the budget is allocated for internal Departmental expenditure.

RTR SUPP 368 - 378 - Tocal Rd

(368) Has this project been completed, is there a delay?

(369) What is the current daily traffic flow along this stretch of Tocal Road?

(370) What is the current daily number of heavy vehicles along this stretch of Tocal Road?

(371) What is the yearly motor vehicle accidents along this stretch of Tocal Road?

(372) What are the latest figures for the expected current financial year spend on this project?

(373) Have there been any delays in the project this calendar year?

(374) When is it expected to be open to the public?

(375) What is the percentage of the allocated budget this year is for planning and design?

(376) What is the percentage of the allocated budget this year is for external contractors?

(377) What is the percentage of the allocated budget this year is for internal Department expenditure?

(378) What fund is this budget allocation from?

Answer

I am advised:

(368) The Tocal Road upgrade project at Bolwarra Heights is being delivered by Maitland City Council. The project is on track for delivery by 31 December 2024.

(369)-(370) Transport for NSW does not hold this information.

(371) In the five years between 2019-2023, there have been nine crashes including three serious injury, three moderate injury, one minor/other injury, two non-casualty (towaway) crashes at Tocal Road (between the intersections with Maitland Vale Rd and Paterson Rd),

(372) This project has been awarded \$915,000 through Fixing Country Roads. Infrastructure NSW manages the financials and delivery of the project.

(373) There are no reported delays or Council requests for extensions of time for this project.

(374)-(377) Transport for NSW does not hold this information. Infrastructure NSW manages the financials and delivery of the project.

(378) Fixing Country Roads.

RTR SUPP 379 - 389 Coulson Creek Rd

(379) How is this project progressing?

(380) Is it still expected to be completed by mid-2025?

(381) What is the previous daily traffic flow along this stretch of Coulsons Creek Road before closure?

(382) What is the previous daily number of heavy vehicles along this stretch of Coulsons Creek Road before closure?

(383) What were the yearly motor vehicle accidents along Coulsons Creek Road before closure?

(384) Have there been any delays in the project this calendar year?

(385) When is it expected to be open to the public?

(386) What is the percentage of the allocated budget this year is for planning and design?

(387) What is the percentage of the allocated budget this year is for external contractors?

(388) What is the percentage of the allocated budget this year is for internal Department expenditure?

(389) What fund is this budget allocation from?

Answer

I am advised:

(379) The Coulson Creek Road Upgrade is being delivered by the Upper Hunter Shire Council. All sections of the road upgrade commenced construction in the first half of 2024 and is expected to be completed by mid-2025, weather permitting.

(380) I refer to the response to Supplementary Question 379.

(381) Before closure, 105 vehicles per day.

(382) Before closure, 50 heavy vehicles per day.

(383) In the five-year period 2017 to 2021, prior to the closure of Coulsons Creek - Merriwa Road, there was one reported crash between Merriwa and Willow Tree, resulting in one casualty (no fatalities and one serious injury).

(384) No.

(385) I refer to the response to Supplementary Question 379.

(386) Zero per cent as the project is now in the construction phase.

(387) Approximately, 77 per cent of the budget for this year is forecast for external contractors this calendar year.

(388) Zero per cent, as this is not being delivered by Transport for NSW.

(389) The project is funded by both the Australian and NSW Governments. Australian Government funding is \$38.6 million with a NSW contribution of \$9.66 million.

RTR SUPP 390 - 400 Albion Park Bypass-Tripoli Way extension

(390) When is planning approval for this project?

(391) When will major works commence?

(392) What is the current daily traffic flow along this stretch Tongarra Road to be bypassed?

(393) What is the current daily number of heavy vehicles along this stretch Tongarra Road to be bypassed?

(394) What is the yearly motor vehicle accidents along this stretch of Tongarra Road to be bypassed?

(395) What are the latest figures for the expected current financial year spend on this project?

(396) Have there been any delays in the project this calendar year?

(397) When is it expected to be open to the public?

(398) What is the percentage of the allocated budget this year is for planning and design?

(399) What is the percentage of the allocated budget this year is for external contractors?

(400) What is the percentage of the allocated budget this year is for internal Department expenditure?

Answer

I am advised:

(390) and (391) This is a matter for the Shellharbour City Council.

(392) Traffic volumes vary along Tongarra Road. Based on September 2024 data, the daily traffic volume count is around 16,000 vehicles per day near the Terry Street intersection and around 11,000 near the Calderwood Road intersection.

(393) Heavy vehicle volumes vary along Tongarra Road with a range of 5-10 per cent of the total number of vehicles.

(394) There were 25 reported crashes in the five years from 2019 to 2023 on Tongarra Road between the Terry Street and Escarpment Drive intersections.

(395) - (400) This is a matter for the Shellharbour City Council.

RTR SUPP 401 Demerit Point Reinstatement

(401) Have individuals involved in serious and fatal accidents had their demerit points reinstated?

Answer

I am advised:

(401) Demerit points for driving offences are added to a record when:

- a fine payment is made, or
- an unpaid fine is enforced by Revenue NSW, or
- if the court issues a conviction for the offence.

Demerit point offences used in a licence suspension or refusal must be committed within a 3-year period. Transport for NSW does not consider offences older than 40 months towards a suspension. This ensures drivers are only suspended for recent offences.

The Road Transport Act 2013 does not envisage the 'reinstatement' of demerit points. Transport for NSW is only permitted to change the NSW demerit points register to correct a mistake, error or omission in the register.

Under the Demerit points reduction trial, Transport for NSW must reduce the number of demerit points recorded in the NSW demerit points register against an eligible person by 1 point.

The eligibility criteria to be part of the NSW Government's demerit points relief for safe driver's trial are available on the Transport website.

The trial applied to eligible unrestricted NSW licence holders. If an eligible driver maintained an offence-free record during the trial period, one demerit point was removed from their driving record. Drivers who were subject to licence suspension for offences, or were disqualified during the trial are not eligible. Drivers must also not have committed a relevant offence during the trial period.

Involvement in a crash does not automatically deem a person ineligible for the trial. However, the eligibility criteria and requirement to be offence-free in the trial period mean that drivers who have committed an offence which contributed to a serious crash in the trial period would not be eligible to have a demerit point deducted.

Transport for NSW is examining the outcome of the trial to assess any road safety impact of demerit point changes and the effectiveness of the changes.

RTR SUPP 402 Average Speed Cameras

(402) What are the number of fatalities for each of the 31 active average speed camera zones across NSW between 2019-2023?

Answer

I am advised:

#	Road	Location	Total Fatalities (2019-2023)
1	Pacific Highway	Between Harwood and New Italy	2
2	Great Western Highway	Between Meadow Flat and Raglan	2
3	Federal Highway	Between Goulburn and Collector	1
4	Blackwall Drive	Between Woodburn and Wardell	0
5	Mitchell Highway	Between Molong and Cundumbul	1
6	Pacific Highway	Between Nabadac and Taree	4
7	Hume Highway	Between Coolac and Yass	3
8	Hume Highway	Between Gundagai and Coolac	0
9	Monaro Highway	Between Bredbo and Cooma	2
10	Gwydir Highway	Between Glen Innes and Inverell	3
11	Oxley Highway	Between Gunnedah and Tamworth	1
12	Pacific Highway	Between Port Macquarie and Kempsey	0
13	New England Highway	Between Muswellbrook and Aberdeen	1
14	New England Highway	Between Muswellbrook and Singleton	4
15	Newell Highway	Between Eumungerie and Gilgandra	2
16	Newell Highway	Between Peak Hill and Tomingley	0
17	Golden Highway	Between Sandy Hollow to Merriwa	0
18	Pacific Highway	Between Kew and Port Macquarie	6
19	Pacific Highway	Between Urunga and Valla	0
20	Picton Road	Between Wilton and Cataract	3
21	Newell Highway	Between Forbes and West Wyalong	4
22	Mount Ousley Road	Between Bulli and Gwynneville	1
23	Pacific Highway	Between Ballina and Wardell	0
24	Pacific Highway, Blackwall Drive	Between Tyndale and Harwood	1
25	Great Western Highway	Between Mt Victoria and Lithgow	1
26	WestConnex M8	Between St Peters and Kingsgrove	0
27	M5 East Tunnel	Between Arncliffe and Kingsgrove	0
28	WestConnex M4	Between Ashfield and Lidcombe	0
29	NorthConnex	Between West Pennant Hills and Wahroonga	0
30	WestConnex M4-M8 Link Tunnel	Between Ashfield and St Peters	0
31	Rozelle Interchange	Between Rozelle and Annandale/Leichhardt	0
Total			42

Average speed cameras in NSW were selected primarily based on the number of fatal and serious injury crashes involving a heavy vehicle during the most recent five-year period available at the time of site selection.

The exact start and end points of each average speed camera enforcement length were based on technical considerations.

Metropolitan tunnels are considered high-risk locations and as such fixed and average speed cameras were installed at these locations during construction of the tunnel and commenced enforcement upon the tunnel opening to traffic.

RTR SUPP 0403 Cabinet Sub Committees

What cabinet sub committees are you a member of?

Answer

I am advised:

Details of individual Cabinet committee members and the work of Cabinet committees are not generally made public. This reflects the longstanding Cabinet conventions of confidentiality and collective Ministerial responsibility, which are central to the Westminster system of government.

The NSW Cabinet Practice Manual is publicly available on the NSW Government website (www.nsw.gov.au) and provides information on operation of Cabinet and committees in NSW.

RTR SUPP 0404 – Training

I am advised:

Since 28 March 2023, have you had training from an external stakeholder that included an invoice and payment paid for using your ministerial budget?

- (a) If yes, what is the description of training?
- (b) If yes, how much?

Answer:

I am advised:

Ministers have undertaken a program of Ministerial induction training.

Ministers have undertaken Respectful Workplace Policy Training.

Members of Parliament are provided with a Skills Development Allowance that may be used in a manner consistent with the Parliamentary Remuneration Tribunal Annual Determination.

RTR SUPP 405-406 Department(s)/Agency(s) Annual Reports

(405) In what month will the 2023-24 annual reports for each department / agency in your

portfolio be published?

(406) Will the 2023-24 annual reports for the department / agency in your portfolio include a printed copy?

(a) If yes, how much is budgeted for printing in 2024-25?

Answer

I am advised:

(405) As per NSW Treasury's Annual Reporting Requirements (TPG23-10), the annual reports for 2023–24 will be published on the Transport for NSW website as soon as is practicable after they have been tabled in Parliament, and by 30 November 2024.

(406) The Transport annual reports are digital publications. Two copies of each will be printed for the purpose of tabling in each House of Parliament. No budget has been set aside for printing.

RTR SUPP 407 - ETU membership

Have you ever been a member of the Electrical Trades Union (ETU)?

(a) If yes, when?

Answer

I am advised:

The Constitution (Disclosures by Members) Regulation 1983 (the Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.

Clause 13 of the Regulation relevantly requires the disclosure of the name of each trade union and each professional or business association 'in which he or she held any position' as at specified dates. The Regulation does not require Members to disclose membership of a trade union.

Membership of Unions can be disclosed on a discretionary basis. The Clerk of the Parliaments has confirmed that this view is consistent with guidance provided to Members.

RTR SUPP 408 Parliamentary Secretary

Does your Parliamentary Secretary have pass access to your ministerial office?

Answer

I am advised:

Security passes for the parliamentary precinct and 52 Martin Place are required to be issued in accordance with the Parliament House Security Pass Policy and 52 Martin Place security procedures and the associated Privacy and Surveillance Statement.

RTR SUPP 409 Parliamentary Secretary

Does your Parliamentary Secretary have a desk in your ministerial office?

Answer

I am advised:

No

RTR SUPP 410 Parliamentary Secretary

(410) Did any catering costs in 2023-24 include expenditure on alcohol?

Answer

I am advised:

The NSW Office Holder's Staff Code of Conduct, which is Attachment B to the Ministers' Office Handbook, provides that all office holder staff must use State resources for the effective conduct of public business in a proper manner. Office holder staff must be economical and efficient in the use and management of public resources. The Handbook can be found here:
<https://www.nsw.gov.au/sites/default/files/noindex/2023-12/Ministers-Office-Handbook.pdf>

RTR SUPP 411 Department(s) Agency(s) in Portfolio

(411) What department(s)/agency(s) are included in your portfolio?

Answer

I am advised:

Information about NSW Government departments and agencies is publicly available on the NSW Government website.

RTR SUPP 0412 Former Ministerial Employees

Are there any former employee from your ministerial office now employed by any department/agency within your portfolio responsibilities?
 (a) If yes, how many?

Answer

I am advised:

The employment of former Ministerial office staff is not tracked. Under the Government Sector Employment Act 2013, the Secretary of a Department exercises the employer functions of the Government in relation to

departmental employees. The Secretary is not subject to the direction or control of a Minister in the exercise of those functions. Similarly, the head of a Public Service agency exercises the employer functions of the Government in relation to non-Public Service senior executives of the agency. A head of a Public Service agency is not subject to the direction or control of a Minister in the exercise of those functions.

All NSW government sector employees must comply with the Code of Ethics and Conduct for NSW government sector employees. Employees must also have regard to their relevant agency's code of conduct.

Ministerial office staff must comply with their ethical obligations under the NSW Office Holder's Staff Code of Conduct, including after the cessation of the employment.

RTR SUPP 0413 Signal

Are you on Signal?

(a) If yes, do you access Signal from a NSW Government device?

Answer

I am advised:

Like the former Coalition Government, a range of communications are used by the NSW Government.

I comply with the State Records Act 1998 and I expect all staff members to comply with their obligations under the State Records Act 1998.

RTR SUPP 0414 Ministerial Staff – Local Government Councillors

As at 30 June 2024, how many of your ministerial staff were local government councillors?

Answer

I am advised:

Ministerial staff are employed by Ministers, on behalf of the State, in their capacity as "political office holders" under Part 2 of the Members of Parliament Staff Act 2013 (Act).

All Ministerial staff are required to comply with the NSW Office Holder's Staff Code of Conduct, including obligations to seek approval for secondary employment, and to take reasonable steps to avoid, and in all cases disclose, any actual or potential conflicts of interest (real or apparent).

RTR SUPP 0415 Ministerial Staff – Local Government Councillors

(415) What local government(s) did they serve?

Answer

I am advised:

Ministerial staff are employed by Ministers, on behalf of the State, in their capacity as "political office holders" under Part 2 of the Members of Parliament Staff Act 2013 (Act).

All Ministerial staff are required to comply with the NSW Office Holder's Staff Code of Conduct, including obligations to seek approval for secondary employment, and to take reasonable steps to avoid, and in all cases disclose, any actual or potential conflicts of interest (real or apparent).

RTR SUPP 0416 Union membership fees

What was the expenditure for you to join a union in:

- (a) 2022-23?
- (b) 2023-24?
- (c) 2024-25?

Answer

I am advised:

The Constitution (Disclosures by Members) Regulation 1983 (the Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.

Clause 13 of the Regulation relevantly requires the disclosure of the name of each trade union and each professional or business association 'in which he or she held any position' as at specified dates. The Regulation does not require Members to disclose membership of a trade union.

Membership of Unions can be disclosed on a discretionary basis. The Clerk of the Parliaments has confirmed that this view is consistent with guidance provided to Members.

RTR SUPP 0417 ETU meetings

Given ministerial diary disclosures do not include all meetings and provide exceptions to disclosures, since 28 March 2023, have you met with the ETU?

Answer

I am advised:

In accordance with Premier's Memorandum M2015-05 Publication of Ministerial

Diaries and Release of Overseas Travel Information, all Ministers publish extracts from their diaries summarising details of scheduled meetings held with stakeholders, external organisations, third-party lobbyists and individuals.

Ministers are not required to disclose details of the following meetings:

- meetings involving Ministers, ministerial staff, parliamentarians or government officials (whether from NSW or other jurisdictions)
- meetings that are strictly personal, electorate or party political
- social or public functions or events

- meetings held overseas (which must be disclosed in accordance with regulation 6(1)(b) of the Government Information (Public Access) Regulation 2018 and Attachment B to the Memorandum), and
 - matters for which there is an overriding public interest against disclosure.
- Ministers' diary disclosures are published quarterly on The Cabinet Office's website (<https://www.nsw.gov.au/departments-and-agencies/the-cabinetoffice/access-to-information/ministers-diary-disclosures>).

RTR SUPP 0418 Workplace complaints

Have you been the subject of any workplace complaints, including bullying, harassment, and sexual harassment since 28 March 2023?

Answer

I am advised:

Any complaint or disclosure made under the Respectful Workplace Policy is confidential. The Respectful Workplace Policy applies to all Ministerial Offices and staff. As noted in the Goward review, a key aspect of effective workplace complaint policies is confidentiality in the complaint and investigation process. Confidentiality ensures that staff feel safe about raising concerns and confident that action will be taken in response.

RTR SUPP 0419 Workplace complaints

Has any member of your ministerial staff been the subject of any workplace complaints, including bullying, harassment, and sexual harassment since 28 March 2023?

Answer

I am advised:

Any complaint or disclosure made under the Respectful Workplace Policy is confidential. The Respectful Workplace Policy applies to all Ministerial Offices and staff. As noted in the Goward review, a key aspect of effective workplace complaint policies is confidentiality in the complaint and investigation process. Confidentiality ensures that staff feel safe about raising concerns and confident that action will be taken in response.

RTR SUPP 0420 – Paper Shredder

Does your ministerial office have a paper shredder?

Answer

I am advised:

When the NSW Government was elected in 2023, shredders used by the former Liberal and National Government were left in Ministerial and Parliament offices. Office equipment is purchased in line with NSW Government procurement rules.

RTR SUPP 0421 - State Records Act

Have you and your ministerial office had training and/or a briefing about the State Records Act from State Records NSW and/or The Cabinet Office and/or Premier's Department?
(a) If yes, when?

Answer

I am advised:

The Ministers' Office Handbook provides guidance in relation to these obligations to assist each Minister's office.
The Premier's Department and The Cabinet Office also provide guidance, advice, training and support on these obligations for all Ministers' offices.

RTR SUPP 0422 - Camera, video recorder and microphones

Does your ministerial office have the following paid by your ministerial budget:
(a) Handheld camera?
(b) Handheld video recorder?
(c) Microphone?
i. If yes to (a) to (c), how much is each worth when purchased?

Answer

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes.
The purchasing of technology items is in accordance with standard procurement arrangements.
The costs form part of the Premier's Department Annual Report.

RTR SUPP 423 Legal Costs

(423) How much did the Department/agencies within your portfolio responsibilities spend in legal costs since 28 March 2023?
(a) For what specific purposes or matters was legal advice sought?

Answer

I am advised:

(423) Information about the NSW Government legal spend is publicly available on the NSW Government Legal Services Annual Report on the Department of Communities and Justice website.

Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

RTR SUPP 0424 - Are you a member of a union

Are you a member of a union?
(a) If yes, what union?

Answer

I am advised:

The Constitution (Disclosures by Members) Regulation 1983 (the Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.

Clause 13 of the Regulation relevantly requires the disclosure of the name of each trade union and each professional or business association 'in which he or she held any position' as at specified dates. The Regulation does not require Members to disclose membership of a trade union.

Membership of Unions can be disclosed on a discretionary basis. The Clerk of the Parliaments has confirmed that this view is consistent with guidance provided to Members.

RTR SUPP 425 Advertising

(425) How much has each Department/agency within your portfolio responsibilities spent on advertising or sponsored posts since 28 March 2023 on the following social media platforms:

- (a) Facebook
- (b) Instagram
- (c) LinkedIn
- (d) TikTok
- (e) YouTube
- (f) X (formerly known as Twitter)

Answer

I am advised:

(425) Department and agency expenditure on advertising is publicly available in the department/agency annual reports and on OpenGov NSW.

Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

RTR SUPP 0426 – Catering

(426) How much of your ministerial budget was spent on catering in 2023-24?

Answer

I am advised:

Catering provided for official purposes may be funded from the Ministerial office budget.
 Catering costs for the period 1 July 2023 to 30 June 2024 will form part of the Premier's Department Agency Annual Report 2023-24.
 As Members of Parliament, Ministers have credit facilities extended to them for dining and hospitality at Parliament House. The facilities may be used for business or private purposes.

RTR SUPP 0427 – Catering

Was catering used for external stakeholders?
 (a) If yes, who were these external stakeholders?

Answer

I am advised:

Catering provided for official purposes may be funded from the Ministerial office budget. As Members of Parliament, Ministers have credit facilities extended to them for dining and hospitality at Parliament House. The facilities may be used for business or private purposes.

RTR SUPP 428 Senior Executive Drivers

(428) How many senior executives in your portfolio department(s) / agency(s) have a driver?

Answer I am

advised:

(428) No senior executive service employees have a dedicated driver.

RTR SUPP 0429 - CFMEU membership

Have you ever been a member of the Construction, Forestry and Maritime Employees Union (CFMEU)?
 (a) If yes, when?

Answer

I am advised:

The Constitution (Disclosures by Members) Regulation 1983 (the Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.

Clause 13 of the Regulation relevantly requires the disclosure of the name of each trade union and each professional or business association 'in which he or she held any position' as at specified dates. The Regulation does not require Members to disclose membership of a trade union.

Membership of Unions can be disclosed on a discretionary basis. The Clerk of the Parliaments has confirmed that this view is consistent with guidance provided to Members.

RTR SUPP 430 - 431 Speeches

(430) Does your portfolio department(s) / agency(s) draft and write speeches for you?
 (431) How many public servants have undertaken writing speeches in your portfolio department(s) / agency(s)?

Answer

I am advised:

(430) and (431) Information and advice is commonly provided to ministers, including speaking points.

RTR SUPP 0432 - Hard hats and or vests

Do you have a hard hat and/or vest for visiting infrastructure sites?
 (a) If yes, was it paid from your ministerial budget?

Answer

I am advised:

Ministers are to comply with the appropriate use of personal protective equipment as per Work Health and Safety Regulation 2017.

The NSW Office Holder's Staff Code of Conduct, which is Attachment B to the Ministers' Office Handbook, provides that all office holder staff must use State resources for the effective conduct of public business in a proper manner. Office holder staff must be economical and efficient in the use and management of public resources. State resources are not to be subject to wasteful or extravagant use.

RTR SUPP 433 Efficiency dividends

(433) Was an efficiency dividend applied to your portfolio department(s) / agency(s) within your portfolio responsibilities in:

(a) 2023-24?

(b) 2024-25?

i. If so, what was the efficiency dividend applied to each department/agency?

ii. What measures are being considered to achieve this efficiency dividend?

Answer

I am advised:

(433) Efficiency dividends are applied at a whole of Transport portfolio level across all agencies.

Transport for NSW's operating savings include:

- Reducing labour hire.
- Reducing spending on consultants.
- Reducing advertising spend (excluding road safety campaigns).
- Reducing travel costs.
- Reducing legal expenses.
- Reducing the number of senior executives across the public sector.
- Freezing levels of pay for public sector senior executives.

RTR SUPP 0434 – Gin

Since 28 March 2023, have you or your ministerial office purchased 'gin' using your ministerial budget?

Answer

I am advised:

The NSW Office Holder's Staff Code of Conduct, which is Attachment B to the Ministers' Office Handbook, provides that all office holder staff must use State resources for the effective conduct of public business in a proper manner. Office holder staff must be economical and efficient in the use and management of public resources.

The Handbook can be found here:

<https://www.nsw.gov.au/sites/default/files/noindex/2023-12/Ministers-Office-Handbook.pdf>

RTR SUPP 0435 - Ministerial Advisers

How many staff members were employed in your ministerial office in 2023-24 FY?

Answer

I am advised:

Ministerial Staffing numbers are proactively published on the NSW website - <https://www.nsw.gov.au/departments-and-agencies/premiersdepartment/access-to-information/premier-and-ministers-staff-numbers>

RTR SUPP 0436 - Ministerial Advisers

What is the average salary for staff members in your ministerial office in 2023-24 FY?

Answer

I am advised:

Ministerial Staffing information is proactively published on the NSW website - <https://www.nsw.gov.au/departments-and-agencies/premiersdepartment/access-to-information/premier-and-ministers-staff-numbers>

RTR SUPP 0437 – Ministerial disclosures to The Cabinet Office

On what date did you last update/make a ministerial disclosure to The Cabinet Office?

Answer

I am advised:

The Ministerial Code of Conduct (Ministerial Code) requires Ministers to make certain disclosures to the Premier and the Secretary of The Cabinet Office. I comply with my obligations under the Ministerial Code.

RTR SUPP 0438 – Stationery

How much of your ministerial budget was spent on stationery in 2023-24?

Answer

I am advised:

Spending on office stationery is in accordance with standard procurement arrangements. The costs of stationery are contained within the Premier's Department Annual Report.

RTR SUPP 0439 - Stationery

Did your stationery expenditure include gifts for external stakeholders?
 (a) If yes, what was the gift(s)?
 (b) If yes, who received the gift(s)?

Answer

I am advised:

The Ministers' Office Handbook outlines that the decision to present a gift is at the discretion of the Minister, having regard to both appropriateness and economy. Gifts may be appropriate, for example, where given as a memento of an official visit or as a small token of appreciation. However, gifts should not be given with the purpose, or in circumstances where they could be perceived as having the purpose, of inducing favourable treatment. Gifts may be purchased as needed on an occasional basis or purchased and stored for future use. Gifts need to be purchased in accordance with NSW Government procurement policy.

RTR SUPP 0440 - GIPA Applications / Standing Order 52 – Ministerial Office

Does your ministerial office have staff member(s) to undertake Government Information (Public Access) Act application(s) and/or Standing Order 52 requests?
 (a) If yes, has that ministerial staffer(s) received formal training about their legal obligations?

Answer

I am advised:

The Cabinet Office provides training for Ministerial staff on their obligations under the Government Information (Public Access) Act 2009 (GIPA Act) and the requirements for responding to orders for papers under Standing Order 52 of the Legislative Council.

RTR SUPP 0441 - GIPA Applications / Standing Order 52 – Ministerial Office

How many GIPA Applications have been received by your ministerial office since 28 March 2023?

Answer

I am advised:

Information concerning the obligations of a Minister's office as an agency under the Government Information (Public Access) Act 2009 (the Act) is required to be submitted to the Attorney General in accordance with section 125(2) of the Act. The information is included in the annual report of the Department of

Communities and Justice in accordance with sections 125(3) and (5) of the Act.

RTR SUPP 0442 - Police Commissioner Gin

Have you received gin from the Police Commissioner?

Answer

I am advised:

No

RTR SUPP 0443 - Qantas Chairman's Club

Are you a Member of the Qantas Chairman's Club?
 (a) If no, have you ever previously been a member?
 (b) If yes, when did you cease to be a member?
 (c) If yes, when did you initially become a member?
 (d) If yes, when did you make a declaration to The Cabinet Office?
 (e) If yes, how many times since 28 March 2023 have you used the Qantas Chairman's Club?

Answer

I am advised:

The Constitution (Disclosures by Members) Regulation 1983 (Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.

The Legislative Assembly Standing Committee on Parliamentary Privilege and Ethics Report on Review of the Code of Conduct, Aspects of Disclosure of Interests, and Related Issues (December 2010) notes that:

"Advice has been received from the Crown Solicitor that use of the Chairman's Lounge by invitation is not a "gift" for the purposes of clause 10 of the Regulation, as it does not involve disposition of property. However, when the membership leads to an upgrade valued at more than \$250, it becomes disclosable as a contribution to travel, and should be reported under clause 11 of the Regulation."

Clause 16 of the Regulation allows a Member to, at their discretion, disclose any direct or indirect benefit, advantage or liability, whether pecuniary or not.

Relevant disclosures have been made to the Cabinet Office and to the NSW Parliament.

RTR SUPP 0444 - E-toll

Does your ministerial vehicle have an E-Toll?
 (a) If yes, is expenditure paid by your by your ministerial budget?

Answer

I am advised:

Ministers, the Leader of the Opposition, other nominated public office holders, and certain former office holders are provided with official cars and drivers. All costs associated with these vehicles need to be paid from the relevant approved budget.
Costs for e-tolls form part of the Premier's Department Annual Report.

RTR SUPP 445 Department(s) Agency(s) Gifts and Hospitality Register

(445) Does your portfolio department(s)/agency(s) have a gifts and/or hospitality register?
(a) If yes, is it available online?
i. If yes, what is the URL?

Answer

I am advised:

(445) Yes, the register is only accessible via Transport for NSW internal network.

RTR SUPP 0446 - Ministerial visits

Since 28 March 2023, have you visited any of these postcodes:

- (a) 2077?
- (b) 2079?
- (c) 2080?
- (d) 2081?
- (e) 2082?
- (f) 2083?
- (g) 2117?
- (h) 2118?
- (i) 2119?
- (j) 2120?
- (k) 2121?
- (l) 2125?
- (m) 2126?
- (n) 2151?
- (o) 2154?
- (p) 2156?
- (q) 2157?
- (r) 2158?
- (s) 2159?
- (t) 2756?
- (u) 2775?

i. If yes to (a) to (u):

1. What was the purpose of the visit(s)?
2. Did you make a funding announcement(s)?

Answer

I am advised:

Ministers' diary disclosures are publicly available.
Premier's and Ministers' domestic travel information is published on the Premier's Department's website at: <https://www.nsw.gov.au/departments-and-agencies/premiers-department/access-to-information/premier-and-ministersdomestic-travel>

RTR SUPP 0447 - Ministerial Code of Conduct

Since 28 March 2023, have you breached the Ministerial Code of Conduct?
(a) If yes, what was the breach?

Answer

I am advised:

All Ministers are expected to comply with their obligations under the NSW Ministerial Code of Conduct (Ministerial Code) at all times.
The Ministerial Code sets the ethical standards of behaviour required of Ministers and establishes practices and procedures to assist with compliance.
Among other matters, the Ministerial Code requires Ministers to:

- disclose their pecuniary interests and those of their immediate family members to the Premier
- seek rulings from the Premier if they wish to hold shares, directorships, other business interests or engage in secondary employment (known as 'prohibited interests')
- identify, avoid, disclose and manage conflicts of interest
- disclose gifts and hospitality with a market value over \$500.

A substantial breach of the Ministerial Code (including a knowing breach of any provision of the Schedule) may constitute corrupt conduct for the purposes of the Independent Commission Against Corruption Act 1988.

RTR SUPP 0448 - TikTok

Are you on TikTok?
(a) If yes, do you access TikTok from a NSW Government device?

Answer

I am advised:

The Circular DCS-2023-01 Cyber Security NSW Directive - Protecting NSW Government information on government-issued devices sets out how NSW Government agencies are to manage the risk of using TikTok.
More information is available at:

<https://www.nsw.gov.au/sites/default/files/public%3A//2023-05/TikTok%20Ban%20-%20Frequently%20Asked%20Questions%20%282%29.pdf>
[TikTok%20Ban%20-%20Frequently%20Asked%20Questions%20%282%29.pdf](https://www.nsw.gov.au/sites/default/files/public%3A//2023-05/TikTok%20Ban%20-%20Frequently%20Asked%20Questions%20%282%29.pdf)

RTR SUPP 0449 - CFMEU meetings

Given ministerial diary disclosures do not include all meetings and provide exceptions to disclosures, since 28 March 2023, have you met with the CFMEU?

Answer

I am advised:

In accordance with the Premier's Memorandum 2015-05, all Ministers publish extracts from their diaries summarising details of scheduled meetings held with stakeholders, external organisations, third-party lobbyists and individuals. Ministers are not required to disclose details of the following meetings:

- meetings involving Ministers, ministerial staff, parliamentarians or government officials (whether from NSW or other jurisdictions)
- meetings that are strictly personal, electorate or party political
- social or public functions or events
- meetings held overseas (which must be disclosed in accordance with regulation 6(1)(b) of the Government Information (Public Access) Regulation 2018 and Attachment B to the Memorandum), and
- matters for which there is an overriding public interest against disclosure.

Ministers' diary disclosures are published quarterly on The Cabinet Office's website (<https://www.nsw.gov.au/departments-and-agencies/the-cabinetoffice/access-to-information/ministers-diary-disclosures>).

RTR SUPP 450 - 451 Credit Cards

(450) Have you ever been issued with a credit card by a NSW Government department(s) and/or agency(s) since 28 March 2023?

(a) If yes, under what circumstance?

(b) If yes, what items and expenditure was undertaken?

(451) For each department, agency and/or other body in the Minister's portfolio please report:

(a) How many credit cards are currently on issue for staff? (Please provide a break-down of this information by grade)

(b) What was the value of the largest reported purchase on a credit card for the last year?

(c) What was each largest reported purchase for?

(d) What was the largest amount outstanding on a single card at the end of a payment period?

(e) And what was the card holder's employment grade?

(f) How many credit cards have been reported lost or stolen?

- (g) What was the cost to replace them?
- (h) How many credit card purchases were deemed to be illegitimate or contrary to agency policy?
- i. How many purchases were asked to be repaid on the basis that they were illegitimate or contrary to agency policy and what was the total value thereof?
 - ii. Were all those amounts repaid?
- (i) Are any credit cards currently on issue connected to rewards schemes?
- i. Do staff receive any personal benefit as a result of those reward schemes?
 - ii. Can a copy of the staff credit card policy please be provided?

Answer

I am advised:

(450) Ministers and Ministerial Staff are not eligible to receive Departmental credit cards except in the case of overseas travel. In cases of overseas travel short-term cards will be issued and returned at the completion of official travel together with a travel diary for fringe benefit tax purposes. Where an NSW Government-issued credit card is provided the credit card must only be used for official overseas business trips and official business purposes, this includes for transport to/from the airport when departing/returning from the trip. NSW Government-issued credit cards for official business trips overseas will be held with government contract bankers and used within credit limits imposed. Credit cards are a useful means of expenditure control, but their use should never be for personal purposes. Costs associated with overseas travel are published on the NSW Government website in line with M2015-05.

(451) The use and management of purchasing (credit) cards for official purposes is in accordance with standard procurement arrangements of the NSW Government. The Cabinet Office Purchase Card Policy is attached. The Transport for NSW Purchasing Card Policy can be found via https://www.transport.nsw.gov.au/system/files/media/documents/2024/purchasing-cardpolicy_May-2024.pdf Government Sector Finance Agency Purchasing Card Policy can be found via <https://arp.nsw.gov.au/assets/ars/attachments/TPP21-02-Use-and-Management-of-NSWGovt-Purchasing-Cards.pdf>

RTR SUPP 0452 - Ministerial Vehicles and Driving Offences

Since 28 March 2023, have you personally driven your ministerial vehicle?

Answer

I am advised:

Ministers, the Leader of the Opposition, other nominated public office holders, and certain former office holders are provided with official cars and drivers. Office holders may drive themselves whenever they choose. Cars should be driven only by the office holder, officially employed drivers, the office holder's spouse or approved relative and any other person authorised by the office holder in those circumstances considered to be appropriate.

RTR SUPP 0453 - Ministerial Vehicles and Driving Offences

As a driver since 28 March 2023:

- (a) Have you been pulled over by the NSW Police Force?
- (b) Have you been fined for speeding?
- (c) Have you been fined for school zone related offence?
- (d) Have you been fined for red light related offence?
- (e) Have you been involved in an accident that included the NSW Police attending the scene?
- i. If yes to a) to e), did this include whilst driving your ministerial vehicle?

Answer

I am advised:

Ministers, like all members of the community are subject to the laws of New South Wales, including Road Rules 2014.
Where a fine is incurred, the payment of the fine is the responsibility of the driver of the vehicle.

RTR SUPP 0454 Department(s)/agency(s) desk or office

Do you have a desk or office in your portfolio department(s)/agency(s) building(s)?

Answer

I am advised:

I make use of an office in 52 Martin Place, NSW Parliament and my Electorate office.
When travelling, Ministers may make ad hoc arrangements to work for periods in Departmental offices.

RTR SUPP 455 Land audit – Department(s) Agency(s)

(455) Has your portfolio department(s)/agency(s) undertaken a land audit of surplus government property in any of the following postcodes:

- (a) 2077?
- (b) 2079?
- (c) 2080?
- (d) 2081?
- (e) 2082?
- (f) 2083?
- (g) 2117?

(h) 2118?

(i) 2119?

(j) 2120?

(k) 2121?

(l) 2125?

(m) 2126?

(n) 2151?

(o) 2154?

(p) 2156?

(q) 2157?

(r) 2158?

(s) 2159?

(t) 2756?

(u) 2775?

i. If yes to (a) to (u), how many properties have been identified

Answer

I am advised:

(455) The land audit of all NSW Government owned Property is being led by the team Property and Development NSW in the NSW Department of Planning, Housing and Infrastructure.

RTR SUPP 0456 – Mobile phones

How many mobile phones has your ministerial office been allocated as at 1 July 2024?

Answer

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes.

Minister's staff may use mobile telephones for business and (reasonable use) private purposes.

Under the current mobile plans all local and Australia-wide calls to land lines/mobiles and texts are included in the plan. Premium service calls, international calls and global roaming services are outside of the plan and may be still chargeable based on the principles below.

Ministers' staff mobile phone charges are paid from the Ministers' office budget except for the items listed below, which need to be paid as a private expense:

- Personal international calls from within Australia
- Personal travel related global roaming charges
- Personal premium number service calls

Any personal calls which are outside the plan need to be declared and paid for monthly. Declarations are not required otherwise.

The purchasing of technology items is in accordance with standard procurement

arrangements.

The costs form part of the Premier's Department Annual report.

RTR SUPP 0457 – Mobile Phones

How many mobile phones in your ministerial office have been lost or stolen since 28 March 2023?

Answer

I am advised:

Ministers' Staff Acceptable Use of Communication Devices Policy provides guidance on the use, loss, theft, and return of communication devices provided for business purposes.

Minister's staff may use mobile telephones for business and (reasonable use) private purposes.

Under the current mobile plans all local and Australia-wide calls to land lines/mobiles and texts are included in the plan. Premium service calls, international calls and global roaming services are outside of the plan and may be still chargeable based on the principles below.

Ministers' staff mobile phone charges are paid from the Ministers' office budget except for the items listed below, which need to be paid as a private expense:

- Personal international calls from within Australia
- Personal travel related global roaming charges
- Personal premium number service calls

Any personal calls which are outside the plan need to be declared and paid for monthly. Declarations are not required otherwise.

The purchasing of technology items is in accordance with standard procurement arrangements.

The costs for form part of the Premier's Department Annual report.

RTR SUPP 458 Consultants

(458) Since 28 March 2023, how many consultancy contracts have been signed in your portfolio

agencies, broken down by agency?

- (a) What was the individual amount of each contract?
- (b) What is the purpose of each contract?
- (c) Who was the contract with?
- (d) Did the contract go through a competitive tender?

Answer

I am advised:

(458) Details of consultant engagements are contained in agency/department annual reports.

Details for the period 28 March 2023 to 30 June 2023 are contained in the respective 2022-23 agency/department annual reports.

Details for the period 1 July 2023 and 30 June 2024 will form part of the 2023-24 agency/department annual reports.

RTR SUPP 0459 Ministerial staff disclosure of gifts and or hospitality

Does your ministerial office keep a register of gifts and/or hospitality for staff to make disclosures?

Answer

I am advised:

All Ministerial staff are required to comply with the Gifts, Hospitality and Benefits Policy for Office Holder Staff attached to the Ministers' Office Handbook and available on the NSW Government website.

RTR SUPP 0460 Ministerial staff disclosure of gifts and or hospitality

Have any staff members in your office been the recipient of any free hospitality?

- (a) What was the total value of the hospitality received?
 (b) Are these gifts of hospitality declared?

Answer

I am advised:

All Ministerial staff are required to comply with their disclosure obligations under the Gifts, Hospitality and Benefits Policy for Office Holder Staff and I expect them to do so.

A breach of the Policy may be a breach of the Office Holder's Staff Code of Conduct. The Policy includes disclosure obligations for Ministerial staff in respect of gifts, hospitality and benefits over \$150.

If a Ministerial staff member is required by their role to accompany their Office Holder at an event that the Office Holder is attending as the State's representative, or where the Office Holder has asked the staff member to attend, then attendance at that event would not constitute a gift or benefit for the purposes of the Policy.

RTR SUPP 461- 465 Department(s) Agency(s) Travel

(461) As Minister, do you approve overseas travel for public servants in your portfolio department(s) / Agency(s)?

- (a) If yes, how many overseas trips have you approved since 28 March 2023?

(462) Since 28 March 2023, how much has been spent on charter air flights by your portfolio

agencies, broken down by agency?

(463) Since 28 March 2023, how much has been spent on domestic flights by your portfolio

agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(464) Since 28 March 2023, how much has been spent on international flights by your portfolio

agencies, broken down by agency?

(a) Of these, how many flights were taken in business class?

(b) Of these, how many flights were taken in first class?

(465) What was the total expenditure since 28 March 2023 by each Department/agency within your portfolio responsibilities on:

(a) Taxi hire?

(b) Ridesharing services?

(c) Limousine/private car hire?

(d) Hire car rental?

Answer

I am advised:

(461) These items are contained within the travel costs category in the Annual Reports. Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

(462)-(463) I refer to the response to Supplementary Question 461.

(464) Official travel is taken in accordance with the NSW Government travel policy, which is publicly available online.

Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

(465) These items are contained within the travel costs category in Annual Reports.

Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

RTR SUPP 0466 - Cabinet documents

Since 28 March 2023, have you shared Cabinet documents with your Parliamentary Secretary?

Answer

I am advised:

The conventions and practice for access to Cabinet documents are outlined in Premier's Memorandum M2006-08 - Maintaining Confidentiality of Cabinet Documents and Other Cabinet Conventions (M2006-8). M2006-08 provides that the unauthorised and/or premature disclosure of Cabinet documents undermines collective ministerial responsibility and the convention of Cabinet confidentiality. It is essential that the confidentiality of Cabinet documents is maintained to enable full and frank discussions to be had prior to Cabinet making

decisions.

RTR SUPP 0467 - Website usage

What were the top 20 most utilised (by data sent and received) unique domain names accessed by your ministerial office since 28 March 2023?

Answer

I am advised:

All acceptable use of IT services must be lawful, appropriate, and ethical. The Ministers' Staff Acceptable Use of Network Services Policy is available in the Ministers' Office Handbook.

RTR SUPP 0468 - Website usage

What were the top 20 most accessed (by number of times accessed) unique domain names accessed by your ministerial office since 28 March 2023?

Answer

I am advised:

All acceptable use of IT services must be lawful, appropriate, and ethical. The Ministers' Staff Acceptable Use of Network Services Policy is available in the Ministers' Office Handbook.

RTR SUPP 469 - 471 Department(s) Agency(s) Employees

(469) How many senior executive service employees were employed by each Department/agency within your portfolio responsibilities on:

- (a) 28 March 2023?
- (b) 1 July 2023?
- (c) 1 January 2024?
- (d) 1 July 2024?

(470) How many public servants within your portfolio department(s)/agency(s) were paid more than the Premier in 2023-24?

(471) How many redundancies were processed by each Department(s)/agency(s) within your portfolio responsibilities since 28 March 2023?

- (a) Of these redundancies, how many were:
 - i. Voluntary?
 - ii. Forced?
- (b) What was the total cost of all redundancies in each Department/agency within your portfolio responsibilities?

Answer

I am advised:

(469) Information regarding senior executives is publicly available in Annual Reports. Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

(470) Information about senior executive remuneration is publicly available in Annual Reports. Salaries and wages are included under employee related expenses in the Financial Statements of the Annual Report. Details for the 2023-24 Financial Year will be published once data has been validated.

(471) Redundancies are publicly available in Annual Reports under employee related expenses. Details for the 2023-24 Financial Year will be published once data has been validated, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

RTR SUPP 0472 - Media releases and statements

Are all the ministerial media releases and statements issued by you publicly available at <https://www.nsw.gov.au/media-releases>?

(a) If no, why?

Answer

I am advised:

The Department of Customer Service (DCS) is responsible for managing www.nsw.gov.au/media-releases and the publication of media releases.

RTR SUPP 0473 - GIPA Applications – Department(s) Agency(s)

Since 28 March 2023, have you and/or your ministerial office given instructions to your portfolio department(s)/agency(s) in relation to Government Information (Public Access) Act application(s)?

Answer

I am advised:

The Government Information (Public Access) Act 2009 provides that agencies are not subject to the direction or control of any Minister in the exercise of the agency's functions in dealing with a particular access application under the Act (subsection 9(2)). The Act also contains offences prohibiting agency officers from acting unlawfully, and prohibiting persons from directing agencies to make an unlawful decision in relation to an access application (sections 116 and 117 of the Act).

It is, however, generally appropriate for agencies to inform the responsible Minister where documents are to be released under the Act, for the Minister's

information.