



LEGISLATIVE COUNCIL

PORTFOLIO COMMITTEE NO. 6 – TRANSPORT AND THE ARTS

BUDGET ESTIMATES 2025-2026

Supplementary questions

Portfolio Committee No. 6 – Transport and the Arts

Roads, Regional Transport

(Aitchison)

Hearing: Tuesday 19 August 2025

Answers due by: 5.00 pm Monday 15 September 2025

Budget Estimates secretariat

Phone (02) 9230 2991

BudgetEstimates@parliament.nsw.gov.au

BUDGET ESTIMATES 2025-2026

SUPPLEMENTARY QUESTIONS

Questions from the Opposition

Roads & Regional Transport

- (1) Has TfNSW done its own probity test on the Regional Roads Fund in accordance with the Grants Administration Guide?
 - (a) Does the Regional Road Fund meet key principles of public expenditure?
 - (b) How were key principles of public expenditure met with the additional \$35 million allocated to the Thornton Road Rail Bridge provided in the most recent NSW Budget?
 - (c) What expenditure has been determined by TfNSW that requires the additional \$35 million allocated in the recent NSW Budget?
 - (d) If this additional \$35 million allocation was determined by the Expenditure Review Committee, what advice did TfNSW provide in accordance with key principles of public expenditure?
 - (e) Does TfNSW still expect to complete a business case on Thornton Road Rail Bridge, and when is it expected?
 - i. What happened to completing the Strategic Business Case by May 2025 as indicated in the reply to a Question on Notice (19 November 2024)?
 - ii. Does TfNSW still expect the Thornton Road Rail Bridge to cost \$50 million, if not how much is the latest expected cost?
 - iii. The NSW Budget Infrastructure Statement allocates \$2.5 million to the Thornton Road Rail Bridge this financial year, what is this expected to be spent on?
 - iv. The TfNSW website identifies a \$45 million allocation out of the Regional Roads Fund. The remaining \$5 million will be funded out of 'opex' and must now be found in 'capex', how?
 - (f) If the Thornton Road Rail Bridge is at "Gate 2" of TfNSW delivery, what is this Gate 2?
 - i. What are all the gates of delivery determined by TfNSW?

- ii. Which gate is a business case expected by?
- (2) The Minister stated in Budget Estimates (19 August 2025) that some of the Regional Road Fund projects already had extensive business cases, either under State, Federal, and even local council government funding. Which of the 30 projects in particular had these prior business cases?
 - (a) Which of the projects had State funding business cases?
 - (b) Which of these projects had Federal funding business cases?
 - (c) Which of these projects had local council funding business cases?
 - (d) How much of the \$334 million Regional Road Fund is still unallocated to a project?
 - (e) Why was the Tripoli Way extension only added to the list of projects recently?
 - (f) Has TfNSW identified the location for the overtaking lanes near Merriwa?
 - (g) Can it be confirmed the planned Alphasdale Rd-Bruxner Hwy roundabout has been replaced with traffic lights because of a gradient concern and possible heavy vehicle roll-over?
 - (h) Is the Carters Road-Lake Munmorah Traffic Study election promise being replaced by planning for a link road?
 - (i) Which of the 12 Kyogle Council's remaining timber and composite bridges being replaced can be identified yet?
 - (j) With the Golden Hwy improvements budget being increased from \$12 million to \$20 million, what is the additional \$8 million identified for?
 - (k) Has the business case for the Gosford Bypass been completed yet?
 - (l) Why was Wallendbeen Bridge approaches project only added in the most recent NSW Budget?
- (3) If TfNSW is to fund the recategorisation of roads within its 'business as usual' budgetary yearly allocation, how much does TfNSW expect to spend on recategorising roads each year?
 - (a) How much does TfNSW expect to spend on road reclassification this Financial Year?
 - (b) Roughly how many roads does TfNSW expect to be able to reclassify yearly under a business as usual funding arrangement?

- (c) When does TfNSW expect to have its road reclassification assessment portal available for councils to use?
- (4) The Minister stated in Budget Estimates (19 August 2025) that in last year's budget \$1.024 billion was spent on road recovery from natural disasters. How much of this amount is NSW Govt funding?
- (5) How many regional jobs are expected to be lost as part of the savings program?
 - (a) Will any of the job losses includes tradespeople from the regions?
- (6) The Minister stated in Budget Estimates (19 August 2025) that there is a \$9.9 billion allocation for regional transport and roads. How much of this amount is actually from the NSW budget?
 - (a) How much of the \$9.9 billion is from the NSW Government this financial year?
- (7) In answer to Questions on Notice on the 19th November 2024, it was stated that there were no plans to replace the Denman Bridge. Given the Denman Bridge Bypass creates the need to travel 3 times the distance on smaller roads impacting communities unnecessarily, why wasn't replacement of the Denman Bridge considered?
- (8) Do we have any findings on the TfNSW installed machine learning traffic counting and classifying cameras along Bengalla Rd?
- (9) Is the M1 Motorway extension to Raymond Terrace still proceeding to plan in accordance with the 2028 opening?
- (10) Is the Coffs Harbour Bypass still projected to open to traffic in late 2026?
- (11) Is the Singleton Bypass still projected to open to traffic in late 2026?
- (12) When is construction expected to begin on the Muswellbrook Bypass?
- (13) Is the Newcastle Inner City Bypass still expected to open later this year?
- (14) When is Barton Hwy Stage 2-Kaveney's intersection detailed design work expected to begin?
- (15) Is the Medlow Bath upgrade still expected to be completed later this year?
- (16) How is the Coffs River Road upgrade progressing?
- (17) Can an update be provided for the Medlow Bath Station upgrade?
- (18) How is the Mount Victoria Slope stabilisation progressing?
- (19) When is construction expected to begin on the Western portion of the Picton Road upgrade?

- (20) On the Wyong Town Centre upgrade, what is the \$8.1 million allocated in this most recent NSW Budget expected to be spent on?
- (21) On the Bells Line Rd Slope Repair, how is the progress on:
 - (a) Slope 33488
 - (b) Slope 33449
 - (c) Slope 33449
 - (d) Slope 33461
- (22) Is the Jervis Bay Rd intersection works still progressing with an expected completion by late 2027?
- (23) On the Jervis Bay Rd to Sussex Inlet Rd upgrade, what is the \$6.864 million allocated in the most recent NSW Budget expected to be spent on?
- (24) On the Milton-Ulladulla Bypass, what is the \$13.479 million allocated in the most recent NSW Budget expected to be spent on?
- (25) Is the \$2 million allocated in the recent NSW Budget for the Mandalong Rd upgrade all expected to be spent on design?
- (26) Is the Central Coast Hwy-Tumbi Rd intersection still expected to be completed by mid-2027?
- (27) When is the Mariyung Fleet expected to be carrying passengers on the Blue Mountain Line?
- (28) When is the concept design for the Avoca Rd upgrade at Kincumber expected to be completed?
- (29) When is construction works expected to begin on the Pacific Hwy-Harrington Rd intersection?
- (30) Can a progress update be provided for the Snowy Mountains landslip repairs?
- (31) When is the design for the Hillsborough Rd upgrade expected to be completed?
- (32) When is the concept design for Nelson Bay Rd Cabbage Tree Rd-Williamstown segment expected to be completed?
- (33) Is Coulsons Creek Rd completion still expected for late October this year?
- (34) Where is the New England Hwy westbound flyover (Maitland) at?

- (a) Was there any NSW funding allocated to the New England Hwy westbound flyover (Maitland) to match the Federal funding?
 - (b) What discussions have Transport for NSW had with Maitland City Council to resume a portion of Maitland Park for this project?
 - (c) Is Maitland City Council or Transport for NSW expected to hold the public consultation with the community over resuming part of this popular community park for the project?
 - (d) What discussions have been held with the Hunter Valley Flood Mitigation Scheme (HVFMS) about constructing the westbound overpass through the Maitland floodway?
 - (e) For how many days in May this year was that section of road closed due to flooding?
- (35) On 23 July 2025 Josh Murray, Secretary Transport for NSW announced a savings target of approximately \$279 million from internal labour savings which may result in up to 950 jobs cuts at Transport Senior Manager and Award levels. What is the rationale for these significant job cuts?
- (a) Why are Sydney Metro employees not included in the job reduction targets, particularly given that their award employees are part of the Transport and Sydney Metro Salaried Employees Award?
- (36) How many roles transferred from RMS to Transport as a result of the dissolution of RMS?
- (37) Was the reduction of up to 950 roles not considered during the initial planning and establishment of the top-line structure?
- (a) The decision appears to have come as a surprise to many, including the Senior Execs, and gives the impression of a reactive rather than a strategic approach. The Secretary's email referenced the centralisation of work and the removal of duplication—objectives which I had assumed were integral to the design of the top-line structure. Could you please confirm whether these considerations were fully factored into that process? If yes, this sure came as a surprise decision.
- (38) It took 2 years to determine the senior management org chart, took weeks to decide to cut 950 job cuts, why the sudden rush?
- (a) I am hearing that executives are being rushed to draw up organisational structures and place employee against roles without role descriptions having been completed. What

are the organisational design and safety principles being used to support the decision of 950 job cuts?

- (39) Could you please clarify if this restructure is primarily driven by budget savings?
- (a) If it's also intended to address duplication or improve efficiency, please provide the detailed the metrics or analysis being used to support those decisions.
- (40) How will workload and the potential for psychosocial hazards due to role overload be managed with the reduction of 950 TSSM/Award roles? So many people an teams are already over capacity with workload, flex hours and annual leave are high and staff don't have the capacity to use their leave currently.
- (41) The Government's election commitment was to reduce the number of Senior Executives in the Public Service by 15%. What was the target number of Senior Executive role reductions in Transport for NSW? And what was the period of time to achieve those target?
- (a) Has Transport achieved those job reduction targets?
- i. If not, Why not?
- (42) If the Senior Executive role target was not achieved why was approval given by the Transport Steerco that includes yourself, Ms Huang and Ms Taylor to determine the final Senior Executive structure.
- (43) What were the targets for each Transport Division for their Senior Executive roles that they needed to achieve. It is known that each Division was given a target, so I ask that Transport provides a complete breakdown of each division target including number of roles and their costs including all funded vacant Senior Executive roles that were identified to be abolished.
- (44) What is the current number and total annual salary cost of senior executives in Transport for NSW ?
- (a) In the current restructure how many senior executive jobs were cut?
- (45) What is the total salary savings Transport for NSW generated by the recent restructuring of the senior executive roles?
- (46) Please provide a breakdown down in a table of each Senior Executive role in Transport by their classification i.e. Band 1A, Band 1B, Band 2A, Band 2B, Band 3 for each division role by role and include in the table the following:
- (a) What were the salary ranges per band prior to the job cuts announced date?

- (b) What were the actual salaries paid for each role prior to the job cuts announced date?
 - (c) What are the current salary bands per band for each Senior Executive in Transport that has been approved and determined as now the endorsed Senior Executive cohort?
 - (d) What is the actual salary for each Senior Executive role that has been approved and determined as now the endorsed Senior Executive cohort?
- (47) I understand Transport for NSW has 1 in 4 senior executives across the entire Public Sector. Why does Transport need so many executives to support an agency of 16,000 employees?
- (48) Why it is necessary to have so many executives when the real work is being done by TSSM's and particularly the Award staff who are the engine room of Transport. Surely you don't need more executives to make a decision to get on with the work at hand?
- (49) How many senior executives have been added to Transport for NSW since you commenced as Secretary?
- (a) What is the total salary cost of these additional executives since you became Secretary?
- (50) How many Transport Senior Service Manager jobs currently exist and what is the total annual salary cost for these jobs? What is the job reduction target for Transport Senior Service Managers?
- (51) How many Transport Senior Service Manager jobs have been added to Transport for NSW and their total annual salary cost since you commenced as Secretary?
- (52) 52. How many temporary executive, temporary transport service manager and temporary award employees have been hired since you became Secretary?
- (a) Provide breakdowns by number of executive, transport senior service manager and award.
- (53) What is the job reduction target for permanent Transport Award employees? Why are there proportionately more Award roles being cut compared to Senior executive and Transport Senior Manager roles if Transport is trying to achieve savings. Surely you need to cut more Senior Executives before Award staff?
- (54) What functions will Transport cease given that you have identified 950 TSSM and Award jobs will be cut? What will be the impact on both internal and external services and to the community as a result of these job cuts given that many jobs in Transport for NSW particularly at award level enable frontline services and ensure safety of public transport and

road users. For example Transport Management Commanders are non Senior Executive – are they being targeted?

- (55) Can you provide a list of all TSSM and Award role titles and grades by division/branch that you are proposing to consider for cuts.
- (56) You have said that there be no impact to roles that enable frontline services to continue. How have you defined what roles enable frontline services?
 - (a) Can you provide a list of roles in the organisation that are considered as roles that support frontline services. What are their position titles, Division, Branch, location and grades?
- (57) In the same week you announced 950 TSSM and award job reductions you advertised externally for various senior executive role such as Director Compliance and Automated Enforcement, Executive Director Commercial Delivery Services, Technical Director Development. Why would Transport for NSW be recruiting extra senior executives? Are these role part of the approved cohort and why is the no internal talent to fill these roles?
- (58) Why has Transport for NSW not implemented an external recruitment freeze?
- (59) Why didn't you advise employees and the unions there would be job losses prior to negotiating the most recent round of Transport award pay increases?
- (60) How many professional service contractors does Transport for NSW currently have engaged?
 - (a) What is the annual spend on professional service contractors?
 - (b) What is the duration of each of the current professional service contractor engagements?
 - (c) What is their hourly rate for each of these engagements?
 - (d) When will these engagements end?
 - (e) What is the actual role they are performing?
 - (f) Provide a table for each division and each branch for each contract engagement.
- (61) How much labour hire does Transport for NSW currently have engaged?
 - (a) What is the annual spend on labour hire?
 - (b) What is the duration of each labour hire currently engaged?

- (c) What is their individual hourly rate?
 - (d) What is the position title.
 - (e) Provide a table for each division and each branch including position title, grade, duration, function performed
- (62) Why aren't labour hire being exited out to achieve the required salary savings?
- (63) How many temporary employees does Transport for NSW currently have?
- (a) Have any temporary employees been made permanent?
 - (b) How many have been converted?
- (64) Please provide a table by division of the position title of the temporary role, function of the role, grade, duration and a final date that the temporary arrangement will conclude given the required salary savings target.
- (65) Will all temporary employees and labour hire conclude their engagements by 31 December 2025?
- (66) If not please provide a list by division of the labour hire and temporary employee role title, grade, function and the date of engagement/contract conclusion and date of separation from Transport in order for Transport to reach its salary saving target.
- (67) What is Transport for NSW's diversity target to retain Women in Leadership roles?
- (68) What action is being taken to retain women and other diversity groups when you are cutting jobs?
- (69) Many of the roles held by women and other diversity groups are in the Transport Service Senior Managers cohort that is reported as part of your workforce target. How are you going to maintain and exceed workforce targets of women in leadership, person with a disability, Aboriginal & Torres St etc when you are cutting the Transport Service Senior Managers who are at the brunt of these severe cuts?
- (70) Provide the following numbers:
- (a) How many women were in each Senior Executive band – Band 1A, Band 1B etc when the announcement was made to cut Senior Executives in TfNSW?
 - (b) How many women are in each Senior Executive band – Band 1A, Band 1B etc today in the approved Senior Executive structure that have been confirmed in their role, noting that ongoing recruitment is still occurring?

- (c) What is the breakdown of the other diversity groups that you report on in Transport for each Senior Executive band – Band 1A, Band 1B etc when the announcement was made to cut Senior Executives in TfNSW?
 - (d) What is the breakdown of other diversity groups that you report on in Transport for each Senior Executive band – Band 1A, Band 1B etc as at today in the approved Senior Executive structure that have been confirmed in their role, noting that ongoing recruitment is still occurring?
- (71) It has been reported to me that some executive interviews have comprised selection panels containing only male representatives. Why is that the case?
- (72) It has been reported to me that some males have been promoted to executive leadership roles without undergoing a merit selection process. Why is that the case?
- (73) Separate to the Transport for NSW job reductions, does Sydney Trains also have a target job reduction number?
- (a) What is the job reduction number?
 - (b) What is the proportion of jobs to be cut at executive level and those employed on the Sydney Trains Enterprise Bargaining Agreement?
- (74) If there are planned job reductions at Sydney Trains what is the anticipated impact to front line services?
- (75) For the budget line item Active Transport what is the forecast expenditure for financial year 2025-26?
- (76) For the budget line item Active Transport what is the forecast expenditure for financial year 2026-27?
- (77) For the budget line item Active Transport what is the forecast expenditure for financial year 2027-28?
- (78) For the budget line item Active Transport what is the forecast expenditure for financial year 2028-29?
- (79) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2025-26?
- (80) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2026-27?

- (81) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2027-2028?
- (82) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2028-29?
- (83) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2025-26?
- (84) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2026-27?
- (85) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2027-2028?
- (86) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2028-29?
- (87) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2025-26?
- (88) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2026-27?
- (89) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2027-2028?
- (90) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2028-29?
- (91) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2025-26?
- (92) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2026-27?
- (93) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2027-2028?
- (94) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2028-29?
- (95) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2025-26?

- (96) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2026-27?
- (97) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2027-2028?
- (98) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2028-29?
- (99) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?
- (100) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?
- (101) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?
- (102) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?
- (103) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2025-26?
- (104) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2026-27?
- (105) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2027-2028?
- (106) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2028-29?
- (107) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2025-26?
- (108) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2026-27?
- (109) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2027-2028?
- (110) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2028-29?

- (111) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2025-26?
- (112) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2026-27?
- (113) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2027-2028?
- (114) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2028-29?
- (115) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2025-26?
- (116) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2026-27?
- (117) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2027-2028?
- (118) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2028-29?
- (119) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2025-26?
- (120) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2026-27?
- (121) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2027-2028?
- (122) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2028-29?
- (123) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2025-26?
- (124) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2026-27?
- (125) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2027-2028?

- (126) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2028-29?
- (127) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2025-26?
- (128) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2026-27?
- (129) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2027-2028?
- (130) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2028-29?
- (131) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2025-26?
- (132) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2026-27?
- (133) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2027-2028?
- (134) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2028-29?
- (135) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2025-26?
- (136) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2026-27?
- (137) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2027-2028?
- (138) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2028-29?
- (139) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2025-26?
- (140) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2026-27?

- (141) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2027-2028?
- (142) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2028-29?
- (143) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2025-26?
- (144) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2026-27?
- (145) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2027-2028?
- (146) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2028-29?
- (147) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2025-26?
- (148) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2026-27?
- (149) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2027-2028?
- (150) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2028-29?
- (151) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2025-26?
- (152) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2026-27?
- (153) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2027-2028?
- (154) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2028-29?
- (155) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2025-26?

- (156) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2026-27?
- (157) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2027-2028?
- (158) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2028-29?
- (159) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2025-26?
- (160) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2026-27?
- (161) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2027-2028?
- (162) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2028-29?
- (163) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2025-26?
- (164) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2026-27?
- (165) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2027-2028?
- (166) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2028-29?
- (167) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2025-26?
- (168) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2026-27?
- (169) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2027-2028?
- (170) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2028-29?

- (171) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2025-26?
- (172) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2026-27?
- (173) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2027-2028?
- (174) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2028-29?
- (175) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2025-26?
- (176) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2026-27?
- (177) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2027-2028?
- (178) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2028-29?
- (179) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?
- (180) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?
- (181) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?
- (182) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?
- (183) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2025-26?
- (184) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2026-27?
- (185) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2027-2028?

- (186) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2028-29?
- (187) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2025-26?
- (188) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2026-27?
- (189) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2027-2028?
- (190) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2028-29?
- (191) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2025-26?
- (192) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2026-27?
- (193) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2027-2028?
- (194) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2028-29?
- (195) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?
- (196) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?
- (197) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?
- (198) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?
- (199) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2025-26?
- (200) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2026-27?

- (201) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2027-2028?
- (202) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2028-29?
- (203) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2025-26?
- (204) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2026-27?
- (205) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2027-2028?
- (206) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2028-29?
- (207) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2025-26?
- (208) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2026-27?
- (209) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2027-2028?
- (210) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2028-29?
- (211) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2025-26?
- (212) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2026-27?
- (213) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2027-2028?
- (214) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2028-29?
- (215) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2025-26?

- (216) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2026-27?
- (217) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2027-2028?
- (218) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2028-29?
- (219) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2025-26?
- (220) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2026-27?
- (221) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2027-2028?
- (222) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2028-29?
- (223) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2025-26?
- (224) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2026-27?
- (225) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2027-2028?
- (226) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2028-29?
- (227) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2025-26?
- (228) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2026-27?
- (229) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2027-2028?
- (230) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2028-29?

- (231) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2025-26?
- (232) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2026-27?
- (233) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2027-2028?
- (234) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2028-29?
- (235) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2025-26?
- (236) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2026-27?
- (237) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2027-2028?
- (238) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2028-29?
- (239) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2025-26?
- (240) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2026-27?
- (241) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2027-2028?
- (242) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2028-29?
- (243) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2025-26?
- (244) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2026-27?
- (245) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2027-2028?

- (246) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2028-29?
- (247) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2025-26?
- (248) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2026-27?
- (249) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2027-2028?
- (250) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2028-29?
- (251) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2025-26?
- (252) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2026-27?
- (253) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2027-2028?
- (254) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2028-29?
- (255) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2025-26?
- (256) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2026-27?
- (257) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2027-2028?
- (258) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2028-29?
- (259) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2025-26?
- (260) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2026-27?

- (261) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2027-2028?
- (262) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2028-29?
- (263) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2025-26?
- (264) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2026-27?
- (265) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2027-2028?
- (266) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2028-29?
- (267) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2025-26?
- (268) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2026-27?
- (269) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2027-2028?
- (270) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2028-29?
- (271) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2025-26?
- (272) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2026-27?
- (273) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2027-2028?
- (274) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2028-29?
- (275) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2025-26?

(276) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2026-27?

(277) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2027-2028?

(278) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2028-29?

Repairs

(279) You have allocated \$2.3 billion for recurrent expenses for restoration works to repair local and State roads damaged in major floods. How much of this \$2.3 billion is expected to be covered by the Australian government?

(a) Is any of this money earmarked for betterment after repairs have been made?

Golden Highway

(280) Last year's budget papers allocated \$10 million for planning for the Golden Highway improvement program to 27-28. This year's papers indicate \$9.6 million for the same project, still in planning, to 28-29. Have you spent \$400,000 on planning only?

(a) When can we expect planning to be finished and construction to begin?

Road Safety Investment Program

(281) The 24-25 Budget allocated \$1.1 billion for the Road Safety Investment program to 27-28, this years budget allocates \$1.2 billion to 28-29; going forward, an increase of \$100 million not including what the program has already spent. Can you account from where this increase comes from?

(a) Is it further investment from the State Government, Federal Government, or other sources?

Road Safety Progress Report

(282) The NSW Road Safety Progress Report for 2024 was tabled in Parliament on 5 August 2025:

(a) When did you first receive this report?

i. In the section pertaining to new government commitments, as a result of the 2024 NSW Road Safety Forum, the following commitments were made. Can you update the committee on their progress;

- (1) Scoping 2700 additional mobile speed camera sites
 - (a) Where have you scoped or will be scoping?
- (2) Partnering with 10 regional councils to fast-track the implementation of safer speed limits
 - (a) Which regional councils?
- (3) The new look road safety communications strategy
 - (a) When will this be released?
 - (b) How much work has been completed so far?
- (4) Reviewing 35 school precincts to improve safety on key routes
 - (a) Which school precincts?
- (5) Supporting safer speeds through better lighting, placemaking and streetscape improvements for areas implementing 40km/h and 30km/h speed zones
 - (a) Which areas will receive better lighting?
 - (b) Which areas will receive upgraded placemaking and streetscaping improvements
- (b) Looking at the regional road trauma outcomes, which compared 2023 with those fatalities in 2024, there were notable increases across many examples explained in the report.
 - i. Are there any studies or research projects being conducted to understand why these fatality figures got worse?
- (c) Noting the report says: “With most road deaths occurring in regional parts of the State, the NSW Government places a significant emphasis on resources, funding and program delivery to reduce trauma in regional NSW, noting that most programs are delivered Statewide.”:
 - i. Is it time to have sperate strategies, one for Metro areas and one for regional areas.

Road Safety Action Plan

- (283) This year’s Budget media releases announced in two different media releases an investment of \$2.8 billion to deliver on commitments stemming from the 2026 Road Safety Action Plan in partnership with the federal government.
- (a) Is this partnership financial?
 - i. if so, what is the funding split between NSW and the Commonwealth?

- (b) The release reads: “This includes the delivery of life-saving road safety infrastructure upgrades such as intersection upgrades, safety barriers, wider medians and road widening...” and then goes on to say: “The Budget also invests in regional road upgrades, including: \$35 million for Thornton Rail Bridge; \$20 million for motorway ramps at Dapto; \$15 million for the intersection at Yass Rd, Bungendore Rd, and Ellerton Dr in Queanbeyan East.”
 - i. Are those three projects included in that \$2.8B allocation?
- (c) What other named funds or projects that the Budget paper list separately that are delivered under this \$2.8 billion allocation?
- (d) What are all projects being covered under the \$2.8 billion allocation?

RAIL

Fixing Country Rail

- (284) You’ve allocated \$53.3 million for the Fixing Country Rail Program, \$15 million of which to be spent in financial year 25-26.
- (a) Where is the money being spent across the life of the project?
 - (b) What are the expenditure projections for the following financial years
 - i. FY 2026-27?
 - ii. FY 2027-28
 - iii. FY 2028-29
 - iv. FY 2029

XPT, EXPLORER, Endeavour Trains

- (285) \$843.1 million is allocated up to 2028-29 for delivering a modern regional rail fleet to replace the XPT, XPLOER, and Endeavour trains:
- (a) When will this money start being spent?
 - i. If already being spent – how many of these trains have arrived in NSW?
 - (b) Referring to the building of these trains:
 - i. Are they being built in NSW
 - ii. Are they being built in Australia?

- iii. Are they being assembled in NSW
- iv. Are they being assembled in Australia
- v. Are they being delivered to NSW already built from another state?
- vi. Are they being delivered to NSW already built from another country?

New Regional Rail Fleet

(286) On 17 April 2025, you announced that \$2 million was going to be invested to investigate the viability of stabling some of the New Regional Rail Fleet in Orange.

- (a) How is this investigation going?
- (b) The release says that the investigations are now underway by Transport for NSW:
 - i. how long will this investigation take?
- (c) The release also states following that investigation, the project would be subject to a feasibility study before design, procurement or construction could begin:
 - i. If a feasibility study must happen after an investigation into its viability has occurred, then what are the people of NSW paying for during the investigation?
 - ii. Why can't the investigation just be a feasibility study?
 - iii. Are there any preliminary expectations or assumptions that you or Transport for NSW have right now about when people in Orange can expect to see the facility built and in operation?
- (d) The release also says that there will be ongoing consultation with rail staff and the service unions:
 - i. what do service unions have to do with building a stabling facility?
 - ii. If the service unions said no, would you really not go ahead and build it?

NSW Trains

(287) Can the Minister advise the committee on how many staff are employed by NSW Trains as of:

- (a) Today or the most recent date?
- (b) 1 July 2025

- (c) 1 June 2025
- (d) 1 May 2025
- (e) 1 April 2025
- (f) 1 April March
- (g) 1 February 2025
- (h) 1 January 2025

NSW Trains Expenses

(288) In the 24-25 Budget agency statement, the papers projected at the time that the budget for NSW Trains expenses would be \$1.4 billion. The revised amount for 24-25 was \$370 million:

- (a) Can you account for this underspend?
- (b) What lead to the decision to limit this years projection to \$431.4 million

ANNOUNCEMENTS

Announcements from Treasurers Speech

(289) The Treasurer made the following announcements during his speech:

- (a) \$731.7 million in 2025–26, for safer school zones, better signage, and thousands of kilometres of new line markings and crash barriers:
 - i. What specific locations is the announcement referring to for:
 - (1) Safer school zones
 - (2) Better signage
 - (3) New line markings
 - (4) Crash barriers
 - ii. What is the ratio of metropolitan to regional spending?
 - iii. When can projects that will be included under this announcement commence?
 - (1) Have any commenced?
 - iv. The Budget overview confirms that this will be a joint venture with the Federal government:
 - (1) What is the funding split between the State and the Commonwealth?

- v. Is there breakdowns of expected expenditure across the safer school zones, better signage, new line markings and crash barriers?
- (1) How much spent on each?
- vi. What criteria will you be following to determine which projects under this announcement will be prioritised over others?
- (1) Will higher-risk school zones be targeted first?
- (2) Will known areas prone to accidents be targeted first for the crash barriers and line markings?
- vii. Considering this particular project announcement seems to be about road safety, is any of this funding factored into the Road Safety Investment program?
- (1) If so, how much?
- (b) \$206 million worth of upgraded roads between Parkes and the Victorian border - improving safety and reducing delays where inland rail intersects with state roads:
- i. How many individual projects will this allocation cover?
- (1) The Plan for Regional NSW say it's for two selected sites; Tichborne and Harris Gates.
- ii. What stage of the process is this up to?
 - iii. When can locals expect these projects to be finished?
 - iv. This is funded jointly by the NSW and Federal government, what is the funding split?
 - v. Before coming to the conclusion that this project would cost \$206M, were any other sites investigated to be included?
- (1) If so, why were they not included?
- (c) \$23.1 million will begin construction to widen the Marshalls Creek Bridge and reduce congestion in Wagga Wagga:
- i. What stage of the process is this project up to?
 - ii. When can locals expect the project to be finished?
- (d) \$680.5 million to continue Princes Highway projects, including upgrades to Jervis Bay Road and the Milton-Ulladulla bypass:
- i. What other projects are planned as part of this funding announcement?

- ii. How much is allocated individually to the projects you have just named?
 - iii. When will these projects commence construction?
 - iv. What part of the process are they up to?
 - v. What is the split in funding between the Federal and State government on these projects?
- (e) \$100 million will fund the Westbound Overpass at the Maitland Roundabout
- i. What stage of the process is this up to?
 - ii. When can locals expect this project to be finished?
 - iii. Is this project funded by the State government, or is the Federal government included as well? What does this split look like?

BYPASS AND UPGRADE PROJECTS

Coffs Harbour Bypass

(290) Is the Coffs Harbour bypass project still expected to be open to traffic in late 2026?

Singleton Bypass

(291) Is the Singleton bypass project still expected to be open to traffic in late 2026?

Muswellbrook Bypass

(292) Has the deed been signed yet for the Muswellbrook bypass project?

- (a) Is this project still on track to go to tender in late 2026, with construction to commence the following year?
- (b) Is there any reason the timeline can't be sped up so this project can be delivered sooner?

Medlow Bath Upgrade

(293) Is the Medlow Bath upgrade still on track for completion and access this year?

Mandalong Road Upgrade

(294) Is the Mandalong Road upgrade still in the detailed design phase?

- (a) How long until this design is completed?

BUSES

Zero Emissions Buses

(295) How will the \$2.1B for the Zero Emissions Buses program be allocated geographically?

- (a) How much of the \$2.1B will be spent regionally?
- (b) Transport for NSW has said that this program to transition more than 8000 diesel and natural gas buses over to zero emissions technology won't be complete in the Great Sydney region until 2035, outer metropolitan areas until 2040, and regional NSW until 2047. Why will this take such a long time?
- (c) Will they be built in NSW?
- (d) Will they be assembled in NSW?
- (e) Will they be delivered to NSW already built?
 - i. If so, where are they from?
- (f) Is there any work that's been done that can show us how much of this \$2.1B will be spent on the purchase of the buses themselves, and how much will be spent on upgrading infrastructure at depots for example to accommodate these buses?

Bus Investment

(296) A media release issued by the Treasurer, Minister for Transport, and yourself, gives a rough outline on a \$452 million investment into buses to build better connected communities – as part of this release, included under 'regional uplift' that investment in regional bus services will deliver connections for essential workers, new weekend services, cross-border connectivity, and improved bus services, but no mention of a dollar figure in the media release.

- (a) How much does this 25-26 budget allocate to the regional uplift for buses?
- (b) There is mention of Bus Service Uplift, Box 2.17 on page 2-53. This outlines new funding will be provided. Is this part of the budget the same as the announcement, and if so, what is the value of the new funding?
- (c) What areas will be of focus for providing this uplift?

KEY PROJECTS AND OVERALL BUDGET

Key Project Budget

(297) Not including those projects that your infrastructure statement outlines as significant transport projects, which brings the transport capital program of \$55.6B down to about \$30B, what proportion of this funding will be spent on 'significant projects' or 'key projects' in regional NSW?

(a) What projects are covered under this fund? (please list them all)

(b) How much of the fund will be spent:

i. FY 2025-26

(1) What is the split of this financial year between metropolitan projects and regional projects?

ii. FY 2026-27

(1) What is the split of this financial year between metropolitan projects and regional projects?

iii. FY 2027-28

(1) What is the split of this financial year between metropolitan projects and regional projects?

iv. FY 2028-29

(1) What is the split of this financial year between metropolitan projects and regional projects?

v. FY 2029-30

(1) What is the split of this financial year between metropolitan projects and regional projects?

(c) What specific criteria or metrics do you use to determine what is classified as a significant project?

i. What are the parameters used to determine why a project in the city is more significant than a project in the regions?

Essential Infrastructure Plan

(298) The 2024-25 Budget, as part of the Essential Infrastructure Plan, had \$62.9B allocated for transport over four years, whereas as part of the same plan the Budget allocates \$55.6B over for years from 25-26 financial year – is this because \$7.3B was spent in the last financial year under this Essential Infrastructure Plan?

- (a) If not, then surely cuts or reallocations have been made in this budget or something is behind schedule or over budget, can the Minister confirm where this has occurred?

Total Expenditure Per Region

(299) Asking this question because the 25-26 Plan for Regional NSW only really lists the highlights, as it is called in the Plan. The Plan breaks the state into 10 areas, following the Department of Planning, Housing and Infrastructure regions: can you confirm the following:

- (a) In the region called North Coast
- i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (b) In the region called New England and North West
- i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (c) In the region called Hunter
- i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (d) In the region called Central West and Orana
- i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27

- iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (e) In the region called Far West
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (f) In the region called Riverina Murray
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (g) In the region called Southeast and Tablelands
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (h) In the region called Illawarra-Shoalhaven
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30

- (i) In the region called Greater Sydney
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (j) In the region called Central Coast
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30

REGIONAL ROADS FUND

Regional Roads Fund

- (300) Seeking clarity on the last round of estimates. In a question you took on notice you were asked about the Regional Roads Fund and the process involved in going from an election commitment to funding them out of the \$334 million fund.
- (a) You stated that the process is for it to go to cabinet, so all these applications and business cases were taken to cabinet by you?
 - (b) So, the funding of these projects were still taken to cabinet even after these projects were identified as election commitments?
 - (c) Wouldn't the Minister, the Premier, and the rest of Cabinet, already have known what these projects would cost given that they were election commitments?
 - (d) What came first:
 - i. the individual election commitments and then the idea of the fund, or was the fund created and then candidates and incumbents canvased their electorates for projects that could be funded from the Fund?
 - (e) When were the individual projects classified as election commitments?

- i. Before the election campaign began, during, or after you had formed government, and the fund had been created?
- (f) If the projects were agreed to be election commitments prior to forming government, why was it necessary for it to be taken to cabinet?
- (g) Who approved the projects?
 - i. If they needed to be approved by Cabinet, then why does the webpage for the fund not reflect that, and instead lists the approval given by you in your capacity as the Minister for Regional Transport and Roads.
- (h) Who brought up the idea of the Regional Roads Fund?
- (i) When will the Regional Roads Fund projects be finished?
- (j) The initial costing of the Fund from the Parliamentary Budget Office said that \$152M of the fund would be spent in 25-26. Do the papers reflect that commitment?
- (k) In a supplementary question from the last round of estimate, you were asked about what your governments intention was with the \$97M unallocated as of the 1st April 2025. The response was that the existing amount was critical to ensuring that Transport for NSW can meet existing announced commitments and further invest in regional roads.
 - i. Is there still an unallocated amount of money, if so, how much remains unallocated?
 - ii. If it is unallocated, why has your government not been able to allocate it?
 - iii. When you have said 'further invest in regional roads', is this specifically referring to this money being used in the Regional Roads Fund, or being reallocated out of the Fund to something else at the discretion of Transport for NSW?
- (1) If so, where will it be reallocated to?

SYDNEY TRAINS

NSW Trains Jobs

(301) How many job losses will come as a result of axing NSW trains?

- (302) Last month Toby Warnes was asked on ABC Newcastle if we 100 jobs will go as a result of axing NSW Trains. His response was “that’s still subject to consultation.” Can you update us on that consultation?
- (303) Part of this deal with the Unions includes the NSW taxpayers funding gym memberships for train drivers who are unfit for work for a number of issues including weight. How is this measured? Is this calculated using BMI?
- (304) Can you provide us with an update on the trainlink coach network review?
- (305) Can you confirm whether or not no jobs or services will be cut?

JENOLAN CAVES ROAD “HOUSING HIGHWAY”

- (306) Are you aware that the Jenolan Caves Road is the primary freight link transporting structural timber and other housing materials from Oberon and the Central Tablelands to Sydney, and is therefore critical to meeting NSW’s housing targets under the National Housing Accord?
- (307) If another prolonged closure occurs, will you acknowledge that it will directly impede NSW’s ability to meet its National Housing Accord target of 1.2 million new homes nationally over 5 years?
- (308) Is there any other regional freight corridor carrying a higher proportion of critical housing materials that has a lower level of infrastructure resilience?
- (309) Can you confirm that Jenolan Caves Road remains highly vulnerable to weather events and landslips despite recent repairs?
- (310) Given projected increases in housing demand and timber freight volumes, has Transport for NSW modelled the future freight and resilience needs for this corridor, and if so, what upgrades have been identified as necessary?
- (311) If Jenolan Caves Road is closed again, what is the government’s contingency plan to prevent housing material supply delays into Sydney?
- (312) Have you received advice on the economic impact to NSW’s housing construction sector and regional employment should another extended closure occur on Jenolan Caves Road?
- (a) What was this advice?
- (313) Will you commit to funding a business case and design work for the \$60 million upgrade to Jenolan Caves and Duckmaloi Roads to safeguard this freight route from future disruptions?

- (314) Where does the Jenolan Caves Road rank in Transport for NSW's freight network investment priorities, given its role in supporting one of the state's most critical housing material supply chains?

PRINCESS MOTORWAY BOTTLENECK AT DAPTO AND KANAHOOKA

- (315) What planning has commenced to ameliorate congestion spots on the Princes Highway around Kanahooka on the new bypass?
- (316) What planning has been discussed in relation to the on and off ramps at Oak Flats? Kanahooka? Dapto? Berkley?
- (317) How much money has the Government invested into upgrading the bypass?
- (318) Do you know which ramps will be upgraded?
- (a) What is the timeline for these upgrades?
- (319) How many accidents resulting in injury or death have happened in this area in the past 12 months?

MOUNT OUSLEY INTERCHANGE

- (320) How many breakdowns have occurred on Mount Ousley Road in the past 12 months?
- (321) How many accidents resulting in injury or death have occurred on Mount Ousley in the past 12 months?
- (322) How much will the new interchange connecting Fairy Meadow and the University of Wollongong cost the State Government?
- (a) How much of that has come out of this year's Budget?
- (b) Can you provide a cost breakdown per financial year up until 2030?
- (323) Is the Commonwealth government contributing to the development?
- (a) If so, how much?
- (324) What environmental approvals were undertaken prior to the destruction of native vegetation to make way for the new interchange?
- (325) How many trees have been destroyed in the process of this construction?
- (326) How will the Government mitigate and offset the environmental impact of this project and damage to the wildlife corridor?

- (327) Has the amount of vegetation removal changed as part of recent design changes?
- (328) Minister, I understand that the pedestrian bridge over Mount Ousley Road from Dumfries Avenue was originally going to be discarded. Local Member Ryan Park has confirmed that the pedestrian bridge will now be re-included in the plan, is that correct?
- (a) Was the pedestrian bridge included in the original costings for the project?
 - (b) How much of the allocated project cost is dedicated to the pedestrian bridge?
 - (c) Minister, is it correct that there was not originally going to be a cycleway included on the pedestrian bridge?
 - (d) What is the additional cost of including of the very important cycleway on the bridge?
- (329) What is the completion date of the Mount Ousley interchange?
- (330) Have design changes altered the original completion date?

PERMITS

- (331) What is the average response time for an oversize/overmass permit?
- (a) What is the target/KPI for processing these applications?
- (332) What changes have been recently made to the application process for oversize/overmass vehicle movement permits issued by Transport for NSW?
- (333) Why is ARTC involved even when rail lines are not part of the route?
- (334) Was ARTC consulted before the decision was made by the Department?
- (335) Were any stakeholders contacted before this change was made?
- (336) What was the reasoning behind this change?
- (337) What additional resources were provided to ARTC to cope with the additional responsibility?
- (338) What impact is that having on the number of applications being processed?

LEVEL CROSSINGS

Rockview Canola Way Level Crossing

- (339) Given the serious safety incidents at the Rockview Canola Way crossing, including the March 2023 train derailment caused by a heavy vehicle not stopping at the passive crossing, why have the funded upgrades to make this crossing active not yet been completed?
- (340) What is the current timeline for completing the active upgrade at Rockview Canola Way?
- (341) What steps is Transport for NSW taking to respond to the Junee Council's representations made on 30 April and 14 July 2025 regarding the urgent need for an active crossing at Rockview?

Goldenfields Way Level Crossing

- (342) Can the Minister provide an update on the progress of the Goldenfields Way level crossing upgrade under the Australian Government's Regional Level Crossing Upgrade Fund?
- (343) How is Transport for NSW prioritising funding allocations between different regional crossings, such as Goldenfields Way and Rockview Canola Way?

Old Sydney Road, Illabo

- (344) The Old Sydney Road crossing is proposed to remain passive following an ALCAM assessment and ONRSR review. Given community concerns, how does Transport for NSW ensure that this assessment adequately reflects on-the-ground risks, especially in light of recent incidents at similar passive crossings?
- (345) Is there any consideration or mechanism to revisit the classification of passive crossings if new safety concerns emerge post-assessment?

Funding and Programs

- (346) Has Junee Shire Council applied for funding under the Level Crossing Improvement Program – Regional Council Minor Works (LCIP-RCMW)? If so, what projects are currently approved or planned?
- (347) Can the Minister clarify what election commitments were made by the current Government regarding upgrades to regional level crossings, particularly in areas like Junee with documented safety risks?
- (348) How much of the \$7.3 million annual LCIP budget and the \$1.17 million allocated for regional minor works was spent in Junee and surrounding local government areas in the past financial year?

Innovative Safety Technologies

- (349) With trials underway for innovative level crossing safety technologies in regional NSW (e.g., Quirindi trial), are there plans to trial or implement similar technologies at Junee's high-risk crossings?
- (350) How is Transport for NSW integrating new technology and community feedback to prioritise safety upgrades in regional areas like Junee?

Safety and Community Engagement

- (351) What ongoing engagement does Transport for NSW have with Junee Shire Council and the local community to address their expressed preference for all 'active' crossings rather than passive?
- (352) How is the Government ensuring transparent communication and timely responses to council representations regarding urgent safety concerns?

Long-term Vision and Targets

- (353) What specific milestones or targets has Transport for NSW set for eliminating passive crossings in regional areas like Junee to support the Government's vision of zero road trauma by 2050?
- (354) How will the Government measure and publicly report progress towards these goals, particularly for historically unsafe crossings in regional NSW?

COMPLETION OF HARRIS GATES GRADE SEPARATION PROJECT AT ILLABO

- (355) What is the current estimated timeframe for completing the scoping and planning activities for this project?
- (356) Has a preliminary timeline been developed for the commencement of construction, even if indicative? If not, why?
- (357) Has any funding been allocated in this financial year or across the forward estimates for the scoping, planning, or delivery stages of the project?
- (358) What resources (staffing, consultancy, technical support) have been assigned to the project to date, and what is the projected cost of these inputs?
- (359) What stakeholder groups are being consulted in the planning phase, and what has been the estimated cost of this engagement so far?

- (360) Has Transport for NSW undertaken any cost-benefit analysis or preliminary business case work, and if so, what are the indicative cost estimates for project delivery?
- (361) What contingencies are being factored into the budget and timeline, given that development progress and resource availability will determine the overall schedule?
- (362) How is Transport for NSW managing the financial risk of potential delays in project commencement?
- (363) Will the outcomes of the scoping and planning phase, including cost estimates and delivery options, be made public? If so, when?

AVERAGE SPEED CAMERAS

- (364) What are the locations of the average speed camera trial for light?
- (a) When were they switched on?
 - (b) How long was the warning period?
 - (c) How many warning letters were issued in that two month period?
 - (d) Were NSW Police directed to downgrade their patrols or speed traps in these two areas?
 - (e) How many speeding tickets have been issued since 1 July 2025?
 - i. What is the total revenue from these tickets?
 - 1. Have you got a breakdown of how this revenue was spent?
- (365) You have multiple average speed camera sites in metropolitan Sydney, are you planning on expanding the trial to Sydney motorways?
- (a) Are you unfairly targeting country drivers to pay for city tolling discounts?
 - (b) If you expand the trial, will that revenue be used for road safety upgrades?

Questions from Ms Cate Faehrmann

ROADS

Automation of pedestrian crossings in Sydney

- (366) In 2023, automated pedestrian crossings ran from 6am to 10pm in the Sydney CBD and from 7am to 7pm in inner Sydney areas. Are automated pedestrian crossings still in place?
- (367) How is it determined to establish automation of pedestrian crossings?

- (368) Are there any plans to expand the automation of pedestrian crossings into areas beyond the inner city to busy pedestrian areas in the City of Sydney and Inner West Council areas?

Clearways on King Street and Parramatta Road

- (369) How many recorded road incidents have occurred along King Street during operational clearways since their implementation in 2017?
- (370) How many recorded road incidents have occurred along Parramatta Road during operational clearways since their implementation in 2017?
- (371) Are there any active plans to expand or remove clearways along King Street and Parramatta Road?
- (372) Has any investigation been initiated into the economic consequences of these clearways for local business along King Street and Parramatta Road?
- (373) How many pedestrians and/or cyclists were injured on King Street and Parramatta Road from December 1st 2018 to the 1st of July 2025?

Crossing guards

- (374) How many crossing guards were employed for school crossings:

- (a) In the Newtown electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

- (b) In the Heffron electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

- (c) In the Sydney electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

- (d) In the Summer Hill electorate in:
 - i. Sub-question one
 - ii. Sub-question two
 - iii. Further multi-level list

Crossing guards

(375) At 22 August, 2025, what is the number of crossing guards employed in New South Wales?

- (a) Of this:
 - i. What is the total number currently employed within the Newtown electorate?
 - ii. What is the breakdown of guards by school?
 - iii. How does this compare to other electorates (Heffron, Sydney, Summer Hill)

Unattended vehicles

(376) In each of the past five financial years, what is the number of recorded incidents in which unattended vehicles have obstructed a driveway in the:

- (a) City of Sydney LGA?
- (b) Inner West LGA?

(377) What requirements must be met in order for a local council or the NSW Police to tow a vehicle that is obstructing a vehicle?

Questions from the Hon Mark Banasiak

Boating infrastructure community grant

(378) Ferry Wharf Upgrades More than \$6 million has been allocated to ferry wharf upgrades. Do private ferry operators contribute towards the cost of maintaining this infrastructure, and if so, what is the contribution amount?

(379) Where is the revenue from commercial licences deposited, and why is it not directed to the Waterways account?

(380) If ferry operators do contribute to infrastructure costs, where is that revenue deposited?

Passive Boating Allocation

- (381) \$2.2 million has been allocated to passive boating projects, with Ballina Council contributing \$1.1 million. Could concept drawings or project sketches be provided for these works?
- (382) Will councils charge for storage of passive craft (e.g. dragon boats, kayaks)?
- (383) Why are recreational boaters' revenues being used to support activities such as dragon boating, rowing, sailing, and paddle craft—activities that are defined as sports under the responsibility of the Minister for Sport?

Yacht Clubs and Commercial Use

- (384) Manly Yacht Club and Ku-ring-gai Motor Yacht Club both appear to have facilities for commercial use (restaurants, weddings, events). What proportion of their grants is offset by their own commercial revenues?
- (385) Are these clubs situated on Crown Land, and if so, what proportion of lease payments is directed back into asset maintenance versus retained by Crown Lands for administration?
- (386) Of the \$438,000 allocated to Manly and Ku-ring-gai, what percentage or dollar contribution is being made by the clubs themselves?
- (387) Will the repaired/replaced assets be available for use by the general public, and is public access guaranteed at all times?

Northbridge Sailing Club

- (388) Northbridge Sailing Club received funding for a pontoon that reportedly sank after being struck by a vessel. If the club leases the asset from Crown Lands, were they required to insure it, and was an insurance claim made before applying for grant funding?
- (389) Does Transport for NSW Maritime now manage this asset, and if so, when was responsibility transferred from Crown Lands?

Ulladulla Harbour Public Boating Facility

- (390) Can the department provide a detailed scope of works, sketches, or diagrams for the Ulladulla Harbour project?
- (391) How will the proposed works address issues with shallow waters at low tide?
- (392) Will vehicle and trailer parking be clearly designated, and will preparation and wash-down areas be provided?

- (393) Last year funds were allocated to the Ulladulla jetty/pontoon. Were those funds effectively used, or were they wasted due to inadequate planning?

Breakwalls and Groynes

- (394) Hornsby Council has sought \$60,000 for a feasibility study into a breakwall. Will the Waterways Fund be responsible for ongoing maintenance of breakwalls and groynes if constructed?

Bega Valley Amenities Block

- (395) \$527,000 has been allocated to demolish and rebuild an amenities block, footpath, and fishing platform. What is the cost breakdown between these components?
- (396) Why is the Waterways Fund paying for a fishing platform when the Recreational Fishing Trust Fund would normally provide such funding?

Fairfield Project

- (397) \$75,000 has been allocated to the Fairfield project. Is this part of a staged program, and if so, what is the projected final cost of the entire project?

Evidence of Usage

- (398) For each funded project, what evidence of facility usage (e.g. user numbers, demand studies, or community consultation) was provided to justify the grant allocation?

Ballina Council Grants

- (399) Ballina Council has received a grant of \$1.1 million for “constructing storage racks and facilities for water sports enthusiasts.”
- (400) Can the Minister provide the detailed scope of works, including whether the project involves upgrades to the existing Cawarra Street boat ramp, construction of new amenities, parking, pontoons, or wash-down facilities?
- (401) What consideration was given to the suitability of the current site, noting its low elevation and flood exposure?
- (402) Ballina Council has also received a \$52,000 grant for “upgrading an existing boat ramp with a small craft facility.”

(403) Can the Minister specify which boat ramp this applies to, and provide details of the intended works?

(404) What accessibility improvements are to be delivered with this grant?

Shoalhaven Council – Ulladulla Harbour

(405) In December 2024, \$487,000 was spent repairing sections of the Ulladulla Harbour boat ramp, yet a further \$1.5 million has now been allocated for an upgrade to the southern boating facility.

(406) Was the \$487,000 expenditure wasted given the subsequent major allocation for further upgrades?

(407) What was the process for approving the \$487,000 repair work, and was Council's application for the \$1.5 million project already under consideration at that time?

(408) What contributions, if any, has Shoalhaven Council made toward either the \$487,000 repair works or the \$1.5 million upgrade?

(409) Shoalhaven Council has been reported as being in significant financial deficit. Were Councils required to confirm their capacity to contribute funding before grant allocations were approved?

(410) Has Shoalhaven Council made a commitment of any funding contribution to these projects, or were they funded entirely from the Waterways Program?

Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(411) Funding has been allocated to replace the ageing Effluent Disposal System (EDS) at Dareton. Which agency funded the previous EDS upgrades at Bunonga and Wentworth?

(412) Was the \$579,000 allocation in Round 3 of the Boating Now Program the full funding amount for the Wentworth EDS, or was there a co-contribution?

(413) Given that many houseboats using these systems are operated as commercial enterprises: Do commercial operators contribute towards the cost of constructing or maintaining EDS facilities?

(414) If contributions are made, what revenue has been collected in the past three years, and how is it applied?

(415) Access to the EDS reportedly requires either a key or swipe card, and previously a Tap & Go fee of \$1 was charged. What is the current fee structure for use of these facilities?

- (416) How much revenue has been generated from EDS usage fees in the past three years?
- (417) Has the Government considered a cost-sharing arrangement for EDS funding and maintenance with other agencies such as Environment, Tourism, or Regional Development, given the broader environmental and tourism benefits of these systems?

Procurement of new Maritime vessel

Acquisition of New \$7.4 Million Vessel

- (418) How is the \$7.4 million vessel being financed—through the Waterways Fund, consolidated revenue, or another source?
- (419) What are the intended operational purposes of the vessel, and how do these differ from the roles already performed by Marine Rescue and the NSW Police Marine Area Command?
- (420) Given that Marine Rescue already maintains a vessel (“Fearless”) permanently based at Lord Howe Island, why is an additional vessel—based in Sydney—considered necessary to provide coverage for Lord Howe Island?
- (421) What assessment was undertaken of the capabilities of existing Water Police vessels at Coffs Harbour and Port Stephens, which are geographically closer to Lord Howe Island, before committing \$7.4 million to this new vessel?
- (422) What analysis was conducted to avoid duplication of existing services provided by Water Police and Marine Rescue vessels, all of which are accredited for search and rescue operations?
- (423) Can the Minister confirm whether the new vessel has any accredited search and rescue function, or whether its role is limited to pollution response, command post duties, or event support (e.g. New Year’s Eve on Sydney Harbour)?
- (424) What evidence was provided to support the assertion by the Secretary that this is the “only vessel” with capabilities to travel to Lord Howe Island?
- (425) What is the estimated annual operating and maintenance cost of the \$7.4 million vessel, and how will these costs be met?
- (426) How frequently is it expected that the vessel will actually be deployed to Lord Howe Island, and for what scenarios?

- (427) Given reported technical issues with the recently acquired 12-metre Water Police boats (Sea Hawk, Sea Dragon, Sea Eagle), what lessons were applied to the procurement of this new vessel to ensure value for money and reliability?

Coffs Harbour boat ramp

\$14 Million Upgrade Fail

- (428) The Coffs Harbour boat ramp received a \$14 million upgrade, yet community reports indicate that sand build-up is *worse than before* and the asset remains largely unusable by those who funded it. Can the Minister explain how such a costly upgrade could result in *regression rather than remedy*?

Persistent Silting and Hazardous Access

- (429) The harbour continues to be plagued by excessive sand accumulation, leading to dangerous conditions at low tide and frequent closures—even after significant upgrades. How does the Government justify allocating these funds to an asset that fails to deliver reliable access to boaties?

Design and Planning Failures

- (430) Reports suggest the breakwall design diverted sand into the channel and did not account for shifting coastal dynamics, rendering the ramp unsuitable. Why did Transport for NSW proceed with a design that, by multiple accounts, *failed to solve the core issue of silting*?

Cost-Ineffective Maintenance Strategy

- (431) Despite the upgrades, Transport for NSW continues expensive dredging operations, including jet pumps and cutter suction dredges, indicating the original infrastructure remains fundamentally flawed. Is the boat ramp now costing taxpayers more to maintain than it's delivering in value?

Community Disillusionment and Lack of Transparency

- (432) A Change.org petition, local outcry, and comments on social platforms express sharp criticism: “*complete shambles*,” “*what a waste of funds*,” and “*boats can’t even use it correctly*.” How will the Government restore confidence when the community sees this as symptomatic of broader mismanagement?

Fit-for-Purpose Failures and Handovers

- (433) The City of Coffs Harbour initially refused to accept responsibility for the ramp's landside component, citing unresolved compliance issues, before finally taking over. Given these complications, was the facility ever genuinely fit-for-purpose upon completion?

Boater Safety and Accessibility

- (434) With boaties reporting shallow, unpredictable channels, hazardous access, and inadequate design, how does this align with the Government's mandate to deliver safe and accessible public marine infrastructure?

Kamay Ferry Wharves

- (435) As the final cost of the Kamay Ferry Wharves was not clearly identified in the June 2025 budget papers and it was instead lumped in under other projects. Further to the question in Budget estimates, could Maritime/Transport provide the cost to date, or the cost as at 30 June 2025 for the Kamay Ferry Wharves Project?
- (436) Could Maritime/Transport confirm how much of the finance for the Kamay Ferry Wharves came from the Waterways fund (or any other maritime fund)?
- (437) How much came from the Commonwealth and State Departments of Environment as part of the "Commemorating the meeting of two cultures at Kamay Botany Bay National Park" and whether there was funding from any other TfNSW fund, or any other department including Premiers?
- (438) In the 2021 EIS, there was no ambiguity about end purpose for the wharves. The primary stated purpose for the wharves was for '*transport connection between La Perouse and Kurnell*.' Clearly listed, as required by SEARs, were 4 alternative solutions to achieve this objective. These alternatives were: a bridge; a tunnel; a dedicated bus service; or a ferry service. TfNSW chose the option of ferry wharves and a public ferry service for transport connection.. Can Maritime/ TfNSW explain how the delivery of wharves, but no public ferry service, fulfils the key declared primary objective of transport connection between La Perouse and Kurnell?
- (439) At one point in the EIS, a secondary purpose was mentioned that a public ferry service would give 'connection' for First Nations people of La Perouse and Kurnell. There was also mention that the ferry service would enable employment for First Nations people. This was reiterated in consecutive Budget Estimates. How will 'connection,' or ongoing employment on the ferry be achieved for First Nations people without a public ferry service?

- (440) An article in the Daily Telegraph group on 10 May 2025 noted that the Kamay Ferry Wharves would cost almost \$500,000 a year to maintain. Could Maritime/TfNSW confirm whether this is an accurate estimate for the annual maintenance cost?
- (441) Given there is currently no ferry service planned for the Kamay Ferry Wharves. Will it still be TfNSW responsibility to maintain it, or will funds for maintenance be taken annually from the Waterways fund?
- (442) In November 2023 Budget Estimates, Minister Haylen stated that although she considered this project had been mismanaged, she wanted to ensure that the Government were getting value for NSW taxpayer investment. Now the project is completed, & there is no ferry service, how is the NSW taxpayer getting value on their money?
- (443) The Kamay Ferry Wharves project was a Tier 3 project under scrutiny of Infrastructure NSW. This means there would have been quarterly reviews, reportable to Cabinet, with checks and balances applied throughout the project to ensure cost benefit was appropriate. The project escalated in cost from \$18million to \$78million, before the project was even approved, which Minister Haylen pointed out was a 333% increase in cost. Could the department clarify on what basis an escalation in cost of this magnitude was assessed to be appropriate by Infrastructure NSW and whether sunk cost fallacy was considered at any stage immediately prior to approval?
- (444) We have been told that late last year several commercial companies responded to expressions of interest to establish and operate a public ferry service between La Perouse and Kurnell, but none of the companies were prepared to proceed. Can TfNSW confirm whether there is currently any active/ongoing negotiations with a private operator to provide a timetabled public ferry service?
- (445) The 2016 Ferry Wharves feasibility study clearly stated that “*Some form of Government assistance would likely be required to facilitate establishment of a ferry service*” as “*it is not likely that a commercial ferry service between the two wharves would be viable on a stand-alone basis.*” The EIS of 2021 stated that the service might operate like the Cronulla-Bundeena ferry with a “*subsidised operating licence*” for the private operator. Can TfNSW confirm that financial subsidies were offered in 2024 to commercial companies responding to expressions of interest to establish and operate a public ferry service?
- (446) TfNSW & Infrastructure NSW appear to have failed to understand and appropriately assess private ferry operator interest prior to embarking on the project, with a result that around \$80million has been spent without primary purpose of transport connection outcomes

between La Perouse and Kurnell being achieved. Does this show that existing checks and balances don't work, or is there some other reason for this spectacular failure and waste of public money?

- (447) On 7 Nov 2023, TfNSW provided a breakdown of how \$145million of the Waterways fund had been spent. Around half of the total budget was spent on 23 regional and city projects. Additional money went to dredging and amenity upgrades. The remaining half of the budget went towards just two projects, the Kamay Ferry Wharves \$31.7million & the Eden Safe harbour project \$32.7million. The Kamay Ferry Wharves project was originally a NSW NPWS project to increase visitors to the National Park in Kurnell, and was originally fully funded by the NSW & Commonwealth Departments of Environment as part of a 100 year celebration of Captain Cook landing at Kurnell. The effect of this huge allocation of \$31.7million bailout to the Kamay Ferry Wharves project effectively deprives up to 60 communities of the possibility of \$500,000 each for funding of future local boating projects. Can Maritime/TfNSW clarify what the justification was for such a huge sum to be taken from the Waterways fund just because the Kamay Ferry Wharves project went over budget for Department of Environment NSW NPWS?