



The Hon John Robertson MLC
Minister for Transport
Minister for the Central Coast

QUESTION: Supplementary Budget Estimates

Question:

On 23 November, the Hon Jenny Gardiner MLC asked:

SCHOOL SEAT BELTS

1. What is the Current State Policy into school bus seat belts?
2. Do you have any plans to introduce seat belts on school buses?
3. Has the Government completed its review into priority school bus routes? If so what were the findings.

Answer:

I am advised:

1. – 3.

The NSW Government has been looking closely at the issue of school bus safety. The work done by NSW has been instrumental in the development of National Guidelines for Risk Assessment of School Bus Routes, which have been endorsed by the Australian Transport Council.

These Guidelines are being used by States to identify possible risk factors along school bus routes, particularly in rural and regional areas, and to classify routes according to the overall level of risk.

NSW has almost completed this assessment process for more than 3,000 rural and regional school bus routes. Once this is complete Transport NSW will work with the bus industry to implement the most effective risk mitigation strategies.

Strategies that may be implemented include reducing the maximum speed of travel, changing the course of the route, providing additional training for drivers, on-board equipment such as seat belts, or treating other external factors (for example level crossings). Consideration also needs to be given to educating school children and other drivers about safety around school buses.


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On 23 November, the Hon Jenny Gardiner MLC asked:

CRONULLA LINE DUPLICATION

1. Given the Government spent \$436 million on the Cronulla Line Duplication, why has only one extra afternoon peak service be added on the most overcrowded CityRail line (Illawarra)?
2. Are there any plans to add more afternoon peak services from the city to Cronulla?
3. Why does the current train timetable for the Illawarra line allow 17 minutes for trains to travel from Cronulla to Sutherland, when the 1989 train timetable allowed 15 minutes for the same route?

Answer:

I am advised:

1. As part of the new CityRail timetable introduced on 10 October 2010 four services were introduced in the afternoon and evening peak periods including:
 - 3.42pm Central to Sutherland limited stops service.
 - 5.02pm Bondi Junction to Cronulla express service.
 - 5.58pm Bondi Junction to Waterfall limited stops service.
 - 6.18pm Bondi Junction to Hurstville all stations service.
2. RailCorp is purchasing 626 Waratah carriages to replace the remaining non airconditioned carriages and provide additional trains for growth. The allocation of growth carriages across the network will be assessed based on passenger demand and will be deployed to the areas where additional services are needed most.
3. Journey times across the network were adjusted as part of the introduction of the 2005 Timetable to provide a safer and more reliable timetable. The 2005 Timetable restored service reliability from 63% to above 92%.


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On 23 November, the Hon Jenny Gardiner MLC asked:

CYCLE WAYS

1. In relation to the \$158 million the State Government has promised bicycle projects as part of the Metropolitan Transport Plan – what will this money be allocated to?
2. What will the yearly expenditure be over the next 10 years?
3. Which bike paths in greater Sydney will be completed in the next 2 years and what are the specific projects?

Answer:

1. – 3.

I am advised that this question should be addressed to the Minister for Roads.


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On 23 November, the Hon Jenny Gardiner MLC asked:

MEMORANDUM OF UNDERSTANDING WITH THE CITY OF SYDNEY

1. Why did the Labor Government oppose a CBD light rail network in 2007?
What has changed?

Answer:

I am advised:

1. In February 2010, the NSW Government released its 10 year fully funded Metropolitan Transport Plan, which identifies a number of key projects for the CBD including Western Express/City Relief Line and an expanded light rail system.

As foreshadowed in the Metropolitan Transport Plan, the NSW Government has entered into a historic partnership with City of Sydney Council via a Memorandum of Understanding that is intended to create an integrated and connected city centre supporting economic growth and capitalising on its many assets as an iconic city.

The Memorandum of Understanding outlines 16 key actions, one of which is to design and construct light rail in the CBD. The Government is currently undertaking a detailed investigation to determine the alignment of a CBD light rail extension from Central to Circular Quay.


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On 23 November, the Hon Jenny Gardiner MLC asked:

COMMUTER CAR PARKS

1. On what basis do you choose which stations receive a commuter car park or an extension to an existing commuter car park?
2. What are the guidelines to follow when choosing which stations receive a commuter car park or an extension to an existing commuter car park?
3. How many commuter car parks have been promised and what is the status of each car park?
4. Are there any plans for additional commuter car parks or expanding existing car parks other the ones you have mentioned?
5. On average how much does one car spot cost for a single level car park?
6. On average how much does one car spot cost for a multi-story car park?
7. How many commuter car parks will be complete in the next six months and where are they located?

Answer:

I am advised:

1. – 2.

The NSW Government is delivering new commuter car parks at key locations across Sydney, the Central Coast, the Illawarra and the Blue Mountains to address current demand and cater for future growth. Locations are selected based on a range of factors that influence the operation of the entire transport network including patronage, forecast population growth and the availability of land.

3. The NSW Government has announced the construction of 38 new commuter car parks as part of the continuing Commuter Car Park and Interchange Program. The status of each car park is shown below.

Car park	Status
1. Wentworthville	Open to public
2. Helensburgh	Open to public
3. Glenfield (multi-storey)	Open to public
4. Glenfield (Seddon Park)	Open to public
5. Morisset	Open to public
6. Campbelltown	Open to public
7. Tuggerah	Open to public
8. Holsworthy	Open to public
9. Windsor	Open to public

10. Werrington	Open to public
11. Katoomba	Open to public
12. Woonona	Open to public
13. Ourimbah	Open to public
14. Quakers Hill	Open to public
15. St Marys	Open to public
16. Berowra	Open to public
17. Wollongong	Open to public
18. Waterfall	To open in December
19. Emu Plains	To open in December
20. Macarthur 1	To open in December
21. Macarthur 2	To open in December
22. Seven Hills	To open in December
23. Wyong	Under construction
24. Revesby	Under construction
25. Woy Woy	Under construction
26. Blacktown	Under construction
27. Warwick Farm	Under construction
28. Schofields	Under construction
29. Penrith	Planning and design
30. Cabramatta	Planning and design
31. Mortdale	Planning and design
32. Mount Druitt	Planning and design
33. Padstow	Planning and design
34. Rockdale	Planning and design
35. Granville	Planning and design
36. Blaxland	Planning and design
37. Broadmeadow	Planning and design
38. Gosford	Planning and design

4. Future opportunities to improve commuter car parking across Sydney will be considered as part of the Government's commitment under the Metropolitan Transport Plan to invest more than \$900 million in new commuter car parks and interchanges over the next ten years.
5. – 6. The average cost per space varies between projects and depending on land ownership, specific site issues and design.
7. There are 9 commuter car parks that are due to open in the next 6 months include: Waterfall, Macarthur (1), Macarthur (2) – Stage 1, Seven Hills, Emu Plains – Stage 2, Wyong, Revesby, Warwick Farm and Woy Woy.

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On 23 November, the Hon Jenny Gardiner MLC asked:

EASY ACCESS

1. On what basis do you choose which stations are given priority to receive easy access upgrades?
2. What are the guidelines to follow when choosing which stations receive upgrades?
3. Why does Redfern remain without easy access considering it is ranked the 7th busiest station across the network?
4. Why would a station with considerably less patronage than another receive an easy access upgrade?
5. How many easy access upgrades have been promised or are in train?
6. What is the status of each upgrade?
7. On average how much does it cost to install a lift?
8. On average how much does it cost to build a ramp?
9. On average how much does it cost to build wheelchair accessible bathroom facilities at a station or Transport Interchange?
10. On average how much does it cost to upgrade an existing bathroom to make it wheelchair accessible?
11. On average how much does it cost to install tactile tiles?
12. How many easy access upgrades will be completed in the next six months?
13. Are there any plans for additional easy access upgrades other the ones you have mentioned?

Answer:

I am advised:

- 1.-2. RailCorp schedules Easy Access Upgrades according to a number of weighted criteria, including (but not limited to): patronage; strategic importance to the network; potential growth; bus services; car parking; shopping; walking access; access to medical facilities; access to educational facilities; tourism; rail interchanges/termination within and between lines; and proximity to alternative accessible stations.
3. The Redfern Station upgrade will provide compliant access to the station, improve station capacity, provide a pedestrian and bicycle crossing of the rail corridor for non-rail users and improved walking routes into the station to better integrate the station with Redfern town centre and key destinations in the vicinity of the station including the University of Sydney, Australian Technology Park and Carriageworks. Further community consultation will be undertaken in early 2011, after the completion of the community plan currently being proposed.

4. If patronage was considered as the only criteria, then most passengers with mobility limitations (including the elderly, passengers with baggage or prams, or people in wheelchairs) outside the Sydney basin would not have access to the CityRail network, as these stations experience considerably less patronage. Therefore the upgrading of stations includes a range of weighted criteria.
- 5.-6. The following projects are currently being upgraded under the Easy Access Program:

Under Construction: St James, Martin Place, Central and Picton.

In Design (construction to start before end 2016): Sydenham, Windsor, Museum, Dapto, Lawson, Marrickville, Broadmeadow, Clyde, Edgecliff and Waterfall.

The following stations are currently in construction under other programs of works (including Southern Sydney Freight Line, Major Station Upgrades, Clearways Program, works by Councils etc): Newtown, Unanderra, Quakers Hill, Glenfield, Macarthur, Casula, Minto, Sefton, Warwick Farm, Hurstville and Cardiff.
7. There are a variety of factors impacting on costs of lift installation including: location of the lift, how many stops the lift has, whether it is a glass or a concrete lift shaft and the size of the lift. Land may also need to be purchased to build the lift.
8. There are a variety of factors impacting on costs of building a ramp including: length and width of the ramp, the type of handrail/fencing and the location of the ramp. Land may also need to be purchased to build the ramp.
- 9.-10. There are a variety of factors impacting on costs of new accessible toilets including availability of services such as water, drainage, sewer and electrical, demolition works and site remediation.
11. Tactile indicators cost approximately \$200 per square metre which includes night works, work site protection, and project management, and is based on a platform length of approximately 160 metres.
12. None under the Easy Access Program, however there will be two new stations started in addition to the four already underway. In addition, two of the projects underway will be completed in the second half of 2011. Under other accessibility upgrade programs the following stations are due to be completed in 2011: Hurstville, Quakers Hill, Unanderra, Macarthur, Casula, Minto, Sefton, and Warwick Farm,
13. All new stations including those as part of the South West Rail Link will be built with easy access facilities.



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On 23 November, the Hon Jenny Gardiner MLC asked:

Sydney Ferries

1. Why have you planned for a 4.8% decline in patronage for Sydney Ferries as outlined in the Metropolitan Transport Plan (p15) over the next ten years?
2. Is the decline in patronage consistent with advice provided to the State Government by Transport NSW?
3. Where will services be cut given there are plans for two thousand fewer ferry commuters in 2020 than we have today – notwithstanding the increase in population and demand?
4. What was the advice to State Government in relation to implementation of the recommendations outlined in the Walker Inquiry into Sydney Ferries?
5. Can you please outline what analysis was undertaken prior to the decision to announce the recent ferry timetable changes?

Answer:

I am advised:

1. – 3. The Sydney Ferries patronage forecasts in the Metropolitan Transport Plan were made before Sydney Ferries commenced significant reforms under the new Ferry System Contract which have improved customer service, fleet reliability and patronage.
4. The Government's response to the Walker Inquiry recommendations was released on 21 October 2008 and is available on the Transport NSW website.
5. In developing the draft timetables, analysis was undertaken of patronage, reliability, vessel capacity and customer feedback. The impact of new NSW Maritime speed restrictions in the Darling Harbour vicinity was also taken into account. The draft timetables were then released for community consultation. Consideration was given to community feedback in determining the final timetable.


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On 23 November, the Hon Jenny Gardiner MLC asked:

NEWCASTLE RAIL LINE

1. Has RailCorp been approached to compile the business case on behalf of the NSW State Government for referral to Infrastructure Australia for funding the project?
2. Has Transport NSW participated in the compilation of that business case?
3. If so, when will it be completed and publicly released?
4. Regarding the AECOM Newcastle City Centre Renewal Transport Management and Accessibility Plan:
 - a. On what basis are contingency reserves established when providing costings to the NSW State Government for projects such as light rail?
 - b. What rationale was given for contingency reserves of up to 30 per cent for that project and associated project costs?
 - c. When was Transport NSW approached to provide costings to the AECOM plan?
 - d. Was the potential removal of existing heavy rail infrastructure incorporated into those costings?

Answer:

I am advised:

1. No.
2. – 3. No.
4. a. – d.

The Newcastle City Centre Renewal Transport Management and Accessibility Plan does not contain cost estimates for light rail.


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On 23 November, the Hon Jenny Gardiner MLC asked:

WARATAH CARRIAGES

1. What is the total cost of upgrading the CityRail network's sub-stations and power supply to be able to take the 626 carriages?
2. Has the work been completed? If not, when do you expect the work to be completed?
3. Can you please outline the schedule for the delivery of these carriages, including how many cars will be delivered at each delivery stage?
4. What did the testing of the carriages reveal?

Answer:

I am advised:

1. The Traction Supply Upgrade Waratah Program presently has approved funding of \$870 million.
2. The projects within the Traction Supply Upgrade Waratah Program will be completed on time to meet the required timetable for introduction of the Waratah rollingstock.
3. The first Waratah train is expected to be in passenger service by April 2011.
4. The testing program is ongoing and is to confirm compliance to detail requirements.



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On 23 November, the Hon Jenny Gardiner MLC asked:

RAIL CLEARWAYS

1. What is the status of each remaining project?
2. When will each remaining project be completed?
3. What is the estimated final cost for each project, which is yet to be complete?

Answer:

I am advised:

1. – 3.

The Rail Clearways Program consists of 13 separate projects designed to improve capacity and reliability on the CityRail network. The Transport Construction Authority is delivering the Rail Clearways Program on behalf of the NSW Government.

Eight Rail Clearways projects have been completed including the Bondi Turnback, Berowra Platform 3, Macdonaldtown Turnback (delivered by RailCorp), Macdonaldtown Stabling, Homebush Turnback, Revesby Turnback, Hornsby Platform and Stabling Project and the Cronulla Line Upgrading and Duplication Project.

The Lidcombe Turnback works were commissioned in November 2010 and will be brought fully into use next year. Major construction has been completed on the Homebush Turnback with the Project due to be commissioned by RailCorp in early 2011.

The completion date and cost for projects that are yet to be completed are as follows:

Project	Status	Scheduled Completion	Estimated final costs
Macarthur	Construction on Stage 2	2014	\$40 million
Upgrade Fourth Platform	will commence shortly.		
Kingsgrove to Revesby Quadruplication	Under construction.	2012	\$808 million
Richmond Line Duplication – (Quakers Hill to Schofields)	Under construction.	2011	\$238 million

Liverpool Turnback	Early works have commenced with major construction commencing December 2010.	2014	\$144 million
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On 23 November, the Hon Jenny Gardiner MLC asked:

Buses

1. Of the 43 strategic bus corridors promised since 2005, how many have been fully implemented? Which ones are they?
2. Of the 43 strategic bus corridors, how many are transit ways?
3. How many bus transit ways have been fully implemented? Which ones are they?
4. Of the 31 strategic bus corridors that are fully or partially implemented – which ones are partially implemented? When will each of those be delivered?
5. Of the 1000 buses promised in the Metropolitan Transport Plan, when will all 1000 of them be in operation?
6. What is the total project cost for the 1000 buses?
7. In July this year 200 of the 1000 buses promised had been granted conditional approval. Has a contract now been signed?
8. When will those 200 buses be delivered?

Answer:

I am advised:

1. As at 2 December 2010, there are 34 strategic bus corridors that are partly or fully implemented. Of those, 18 corridors have been fully implemented. They are corridors; 3, 6, 10, 11, 12, 13, 16, 18, 19, 20, 23, 24, 29, 31, 35, 37, 40 and 42.
2. Three.

3. Three bus transitways have been fully implemented. They are:

- Liverpool to Parramatta Transitway (February 2003).
- Parramatta to Rouse Hill Transitway (March 2007).
- Blacktown to Parklea Transitway (November 2007).

Over 22.6 million passengers have used these transitways since they first opened in February 2003.

4. The partially completed Strategic Bus Corridors are corridors 1, 4, 5, 7, 9, 15, 22, 25, 26, 27, 32, 33, 34, 36, 39 and 43. Consistent with the Metropolitan Transport Plan all of these are scheduled for completion by 2014.
5. The first 200 of the 1000 Metropolitan Transport Plan buses have been announced. The remaining 800 buses will be rolled out over a ten year program.
6. The Metropolitan Transport Plan was announced by the Premier in February 2010 and includes \$2.9 billion of improvements to bus services, including:
 - o 1,000 new buses in strategic bus corridors in Sydney, Newcastle, Wollongong and the Central Coast.
 - o Bus priority measures such as GPS traffic light priority.
 - o New STA and Private Bus Depots.
7. – 8.

The first 200 of the 1000 Metropolitan Transport Plan buses have been announced. As at 2 December 2010, 199 of these buses have been ordered. Of the 199, 41 have been allocated to the Central Coast, and 33 have been allocated to the Lower Hunter. All of the 200 buses will be in service by mid 2011. The remaining 800 buses will be rolled out over a ten year program.


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On 23 November, the Hon Jenny Gardiner MLC asked:

BARANGAROO DEVELOPMENT

1. What involvement has Transport NSW had with the Barangaroo development and establishing the transport needs for that precinct?
2. What advice, if any, has Transport NSW provided on the Barangaroo project?
3. When will the Barangaroo light rail stop be completed?
4. When will the Barangaroo ferry wharf be completed?
5. How much will the light rail cost?
6. How much will the ferry wharf cost?
7. How many services per day will utilise the Barangaroo ferry wharf?
8. How much will the underground pedestrian tunnel from Barangaroo and Wynyard cost? When will it be complete?

Answer:

I am advised:

- 1-2 Transport NSW had input to the original planning process for the Barangaroo development which required the construction of a pedestrian link as a condition of planning approval. Subsequently, Transport NSW undertook a Transport Access Management Study which included the scoping work for the link.
3. Dates for construction and commencement of light rail operations will only be known once the scope of the light rail CBD extension (currently the subject of detailed studies) is confirmed.
4. Opening is targeted to coincide with the occupation of the first commercial buildings at Barangaroo.
5. The total budget for the Sydney Light Rail Extension, including Stage 1 (Inner West) and Stage 2 (CBD), is \$500 million.
6. Cost estimates are being prepared for Government consideration.
7. Service levels will be determined as part of future timetable planning.
8. Revised cost estimates are being prepared for Government consideration. Opening is targeted to coincide with the occupation of the first commercial buildings at Barangaroo.


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