

## **GENERAL PURPOSE STANDING COMMITTEE No. 4**

### **Answers to Questions Taken on Notice**

#### **Question 1**

Mechanical incidents contributed 21.60% of the total time lost over this six-month period.

Engine failures 77.1%, carriage failures, 9.08% and air conditioning failures 2.72% were the main reasons for mechanical difficulties contributing to late running services.

These reasons also contributed to a "domino" effect of late running reasons such as lost paths and cars leaving maintenance depots late.

#### **Question 2**

As at 28 February 2005, of the 73 claims received in relation to the Waterfall accident, 29 claims have been settled at a value of \$3.2 million.

#### **Question 3**

Since attending Solution Teams meetings in late 2003, CountryLink has progressed a number of options to provide easier access to ticketing suggested by community members. Recent initiatives completed include new telephone technology for the CountryLink Call Centre and a 'pay@post' (Post Office) payment option.

CountryLink has also substantially progressed the implementation of an online reservation and payment system.

RailCorp has not been invited to any further meetings conducted by the local community and therefore has no details regarding any subsequent meetings.

#### **Questions 4a & 4b**

A considerable range of facilities for wheelchair users and passenger evacuation are available across the CityRail and CountryLink networks with further development on detrainment ramps being conducted at the moment as part of the Outer Suburban Car contract with United Goninan.

There have been no orders for high-composite detrainment ramps placed by RailCorp itself. A total of 21 ramps will be required for Stage 1 of the Outer Suburban Car contract, and a further 41 and 20 ramps for Stages 2 and 3, if these stages proceed. Spares requirements have not yet been determined. These ramps will be procured by United Goninan.

The new PPP trains are expected to incorporate detrainment ramps also and retro-fitting of ramps to the existing fleet is a possibility that will be evaluated later this year.

The 430 items purchased recently were the retaining arms for the existing wheelchair ramp cabinets.

### **Questions 5a & 5b**

Seventy three (73) stations have had Easy Access upgrades at a cost of approximately \$349 million.

The CityRail system has been assessed by a disabled access consultant. A priority list of 125 stations for Easy Access upgrading has been prepared. CityRail stations have been prioritised based on a number of weighted criteria including: patronage; access to educational facilities; access to medical facilities; parking; bus services; shopping; tourism and; rail interchange.

The Easy Access Upgrade for West Ryde was completed in August 2003 at a cost of \$8.5 million.

The Easy Access Upgrade for Eastwood Station is in the Easy Access forward program for 2006-07. The upgrade will involve the provision of three lifts, widening of the subway, new stairs, and a new toilet with disabled access. A development application is currently before Ryde City Council.

### **5b**

Seventy three (73) stations have had Easy Access upgrades at a cost of approximately \$349 million.

The CityRail system has been assessed by a disabled access consultant. A priority list of 125 stations for Easy Access upgrading has been prepared. CityRail stations have been prioritised based on a number of weighted criteria including: patronage; access to educational facilities; access to medical facilities; parking; bus services; shopping; tourism and; rail interchange.

Cardiff Station is not in the Easy Access Program for the 2005-2006 or 2006-2007 financial years.

### **Question 6**

The range of behavioural matters and offences investigated or being investigated is;

- Harassment.
- Misconduct.
- Excessive use of Force.

- Misuse of RailCorp property.
- Secondary Employment.
- Police investigation (private matter).

### **Questions 7a, 7b, 7d, 7c, 7d**

Seventy three stations have been upgraded with Easy Access facilities at a total approximate cost of \$349 million.

The CityRail network was assessed by a disabled access consultant who prioritised the provision of Easy Access facilities to 125 CityRail stations. This assessment was based on a number of weighted criteria including: patronage; potential growth; bus services; car parking; shopping; walking access; access to medical facilities; access to educational facilities; tourism and; rail interchanges.

During 2004-05 construction commenced at Gordon, Thirroul, Kingsgrove, Gympie, and Blaxland.

During 2005-2006 it is anticipated that construction will commence at Mortdale, Helensburgh, Bulli, and Lakemba.

### **Question 8**

Decant facilities currently exist to the south east of Broadmeadow station for decanting Intercity Electric cars as well as the diesel rail cars that operate throughout the Hunter Valley.

Additional decant facilities for the diesel cars (Endeavours and the new Hunter cars) are to be built adjacent to the Endeavour Service Centre as part of the project to upgrade this facility for the new Hunter cars.

### **Questions 9a & 9b**

The Victorian Government has confirmed that all outstanding amounts between the financial years 2000/01 and 2003/04 totaling \$9,815,500 (excl GST) will be paid by 31 March 2005.

### **Questions 10**

For the period 1 September 2004 until 31 January 2005 (5 Months) there were a total of 350 complaints received about Transit Officers.

Of these 350 complaints 11 matters were referred to RailCorp's Director for Ethical Standards Michael Drury for review and/or investigation.

3 were considered to be of a potentially of a criminal nature and investigated by the NSW Police.

**Question 11**

See answer to question 10.