



**The Hon Gladys Berejiklian MP**  
Minister for Transport

**Budget Estimates Hearing 2013-14**  
**General Purpose Standing Committee 3**

**Question:**

Transport

1. The last Sydney Cycling Survey was undertaken in 2010 and results released in 2011.

a. Are there plans to update this information and conduct a similar survey in the near future?

**Answer:**

I am advised:

Yes.

**Gladys Berejiklian MP**  
**Minister for Transport**

PQ13/00586



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**Question:**

Transport

2. What was the expenditure on the Wheelchair Accessible Taxi Driver Bonus Incentive Scheme for each of the past six years since it was introduced?

2a. Please provide the comparison between the booking response times of regular taxis and WATs to confirm if the taxi response times for radio bookings is compliant with the Disability Standards for Accessible Public Transport (DSAPT) milestone which requires equivalent booking response times.

**Answer:**

I am advised:

2. The Wheelchair Accessible Taxi (WAT) Driver Incentive Scheme provides incentive payments to WAT qualified taxi drivers to improve the reliability and response times for Taxi Transport Subsidy Scheme (TTSS) participants who require a wheelchair for travel. Drivers can claim \$8.47 for each approved TTSS passenger they carry.

2a. This information is available on the Transport for NSW website.

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Minister for Transport

PQ13/00588



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**Question:**

Transport

3. What is the current Taxi Transport Subsidy Scheme subsidy?
- When was it last increased?
  - Are there any plans to increase the level of the Taxi Transport Subsidy Scheme?

**Answer:**

3 (a-b)

The Taxi Transport Subsidy Scheme provides a 50 per cent taxi fare subsidy, up to \$30 per trip, to NSW residents who are unable to use public transport because of a qualifying severe and permanent disability. More information about the Taxi Transport Subsidy Scheme is available at [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au).

The Taxi Transport Subsidy Scheme was last increased in 1999.

I have asked Transport for NSW to examine the existing arrangements that support wheelchair accessible taxis with the focus on improving service to customers. The Taxi Transport Subsidy Scheme will be considered as part of this work, including the level of subsidy.

**Gladys Berejiklian MP**  
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PQ13/00590



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**Question:**

Transport

4. Was the scope of the Transport Customer Survey widened (as stated) in 2012 to include taxis, outer metropolitan buses, CountryLink trains, Newcastle ferries, and private ferries?

- a. If yes, when will the data be released?
- b. If no, when does the department intend to conduct these surveys?

**Answer:**

The customer surveys will be released shortly.

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PQ13/00591



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**Question:**

Transport

5. In the Transport budget estimates hearing on 19 August 2013, the Minister said that the use of tilt trains between Sydney and the Hunter is not currently on the government's agenda, though that the government is looking at other options to improve the journey (Uncorrected proof, p 37). What are these other options?

**Answer:**

From 1 July 2013, Sydney Trains and NSW Trains have replaced RailCorp. NSW Trains serves regional and country customers who travel longer distances and need more comfortable trains with on-board facilities. These improvements are the next step in fixing the rail network to make it more customer-focused.

A project to refresh all 200 Intercity V-set cars, which are shared between services on the Blue Mountains and Newcastle and Central Coast lines, is currently underway.

Improvements to the cars include:

- new interior décor
- renewed carpeting
- refurbished seating
- improved internal lighting
- improved toilet/wash room facilities

We have already introduced the popular quiet carriages.

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**Minister for Transport**

PQ13/00593



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**Question:**

Transport

6. Recently, Transport for NSW restricted concession pass holders, including students, young people and pensioners from purchasing tickets from ticket machines at some train stations during large periods of the day. Why was this decision made?
- a. In light of this, have any additional resources been allocated to increase the number of staff operating ticket windows?
  - b. What measures have Transport for NSW put in place to review whether this change has been effective at reducing fare evasion and whether it has significantly disadvantaged concession pass holders?

**Answer:**

(6 a-b)

Under a new trial from 17 June 2013, station staff set TVMs at selected stations to 'adult fares only' after 9am on weekdays. Concession holders need to purchase their tickets from booking office windows and produce a valid concession card.

These changes will improve fare compliance and ensure all customers get a fair deal. Revenue protection is important to both passengers and taxpayers. The NSW Government wants to ensure people who are not entitled to purchase a concession ticket do not disadvantage other customers.

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PQ13/00594



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**Question:**

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7. Plans put forward by UrbanGrowth NSW for the Central to Eveleigh Revitalisation would apparently demolish the Macdonaldtown Stabling Yards, in favour of new building development, and affect noted heritage sites throughout the corridor. What is the proposed solution for replacing the Macdonaldtown rail facility if the revitalisation goes ahead?

**Answer:**

I am advised:

Transport for NSW has no plans to replace the Macdonaldtown rail facilities.

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PQ13/00596



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**Question:**

Transport

8. What is the NSW government doing to listen to and address local residents' concerns about the introduction of the Moorebank intermodal terminal?

**Answer:**

I am advised,

The Department of Planning and Infrastructure is responsible for assessing both proposals.

The NSW Government acknowledges community concern about noise, air pollution, light spill and increased traffic impacts.

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PQ13/00598





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**Question:**

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9. What is the NSW government doing to listen to and address local residents' concerns about the construction of the Epping to Thornleigh Third Track?

a) What measures have the government put in place to mitigate the loss of the natural environment and fauna around the site?

**Answer:**

9) There has been extensive consultation with the community regarding the Epping to Thornleigh Third Track project since early 2012.

a) In line with the project's Conditions of Approval, a biodiversity offset package will be developed.

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PQ13/00600



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**Question:**

Transport

10. In the estimates hearing, the Minister was repeatedly asked about what evidence was relied on in the decision to switch to light rail in Newcastle. The Minister could not cite any evidence or expert advice. Could the Minister outline the process that was reached to lead to this decision?

**Answer:**

I refer to my answer in the 2013 Transport Budget Estimates hearing.

**Gladys Berejiklian MP**  
**Minister for Transport**

PQ13/00601



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**Question:**

Transport

11. Currently rural and regional schools in NSW are disadvantaged by the high cost and limited availability of appropriate buses with seatbelts for school excursions. What is the government doing to help provide safe and affordable educational opportunities for students on routes that are unable to avoid some of the most dangerous roads in our state?

**Answer:**

On 30 July 2013, the NSW Government announced it will invest more than \$200 million to install seatbelts on buses dedicated to school runs in rural and regional NSW. For the first time in NSW, seatbelts will be progressively installed on almost 1,700 dedicated school services over 10 years, starting this financial year. Students standing on buses will also be phased out.

**Gladys Berejiklian MP**  
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PQ13/00604