

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked By: The Hon Jenny Gardiner MLC

Pages: 2, Budget Estimates Transcript

CHAIR: Which external transport experts were consulted about the CBD to Rozelle project before it was announced?

Mr DAVID CAMPBELL: The Government employs a number of very highly qualified, experienced and dedicated public servants to give it advice on its public transport networks. That advice, along with the advice that they gathered from consultants as part of the preparation process, formed the basis of the Government's decision.

The Hon. JOHN AJAKA: Do I take it from that that there were some external consultants involved who were not public servants, to use your words? Can you tell us which external consultants were utilised?

Mr DAVID CAMPBELL: There were without a doubt people outside government who provided advice on the metro as part of the strategy. Those consultants gave technical advice to the public servants, who then advised the Government.

CHAIR: Who were those consultants?

Mr DAVID CAMPBELL: The specific consultants, I will check the company names; I do not have them committed to memory.

The Hon. JOHN AJAKA: Take it on notice please.

Answer:

I am advised:

The extensive planning work done for the proposed North West Metro was the basis of the work and decisions for the Stage 1 Metro.

The Government relied on advice from a Project Team of advisers from within public sector agencies and specialist advisers from the private sector.

As part of the overall development, the Project Team also consulted widely, and sought advice from industry, business, community and representative groups, other government agencies, local government, and international experts in transport, financing, insurance and engineering.

I am further advised that over 50 technical specialists were engaged as required to provide advice and services in relation to the development of the metro network. Consultancies are reported on by agencies in their Annual Reports as required by the relevant legislation.

A handwritten signature in blue ink, appearing to read 'D. Campbell', is positioned above the printed name.

David Campbell MP
Minister for Transport
Minister for the Illawarra

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 14 September 2009

Asked by: The Hon Trevor Khan MLC

Page number: 4, Budget Estimates transcript

Dr JOB: We provided advice recommending that we adopt a regulation that would limit the extent to which vehicle owners could modify the height of their vehicles. We did that on the basis of in-principle concerns with the safety consequences of this behaviour and, in particular, concerns that went beyond those that the industry felt were relevant, that is, the stability of the vehicles. If you change the height of the vehicle you might change many other safety aspects.

In particular, if you raise a vehicle the safety features of it will interact with other vehicles at a different height in the event of a vehicle-to-vehicle collision. In addition, you change the dynamic of impact with pedestrians. You may also change the braking effectiveness of the vehicle and change its capacity to work effectively with electronic stability controls that might be fitted to it. For a variety of safety concerns we recommended that people have a limit on the extent to which they can raise or lower the height of their vehicles.

The Hon. TREVOR KHAN: Dr Job, prior to providing that advice, with which stakeholder groups did you consult?

Dr JOB: We consulted with a number of groups by virtue of a committee that works in this area. I will take that question on notice and check which groups are on that committee.

The Hon. TREVOR KHAN: Do I take it that, if they were consulted, there is a minute of the meeting, or the like, that deals with that consultation?

Dr JOB: Again, I would have to take that question on notice.

The Hon. TREVOR KHAN: What is the name of the committee?

Dr JOB: I do not recall the name but I could get it for you.

The Hon. TREVOR KHAN: Could you also obtain the date on which the issue was discussed?

Dr JOB: Yes.

Answer:

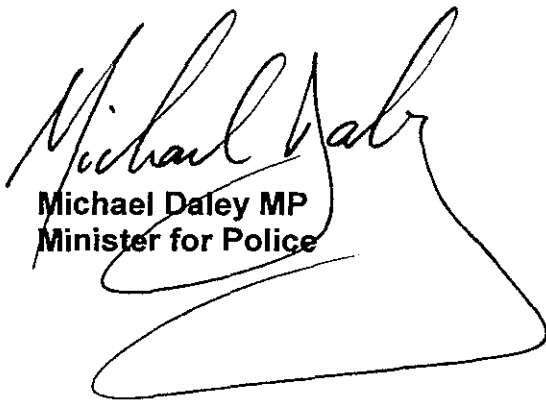
I am advised that a delegation of the 4WD interests was invited to attend the meeting of the Australian Motor Vehicle Certification Board (AMVCB) Working Party in July 2007 and present its case. The delegation comprised members of the Australian

Automotive Aftermarket Association, which is the peak group representing 4WD aftermarket components, members of ARB, a major company supplying 4WD components, a representative from a tyre supplier, and a engineering signatory. The meeting agreed that a small sub-group be formed, to be convened by Queensland Transport.

I am further advised that this matter was again discussed at the next meeting of the AMVCB Working Party, in December 2008, where the Queensland Transport representative was requested to raise the issue with a meeting with Australian Automotive Aftermarket Association, the Motor Traders Association Queensland, and Queensland Police to develop a testing programme to inform the AMVCB Working Party's position.

I understand that a submission from the 4WD industry on the revised Code was received in June 2009. In addition, the then Acting General Manager of the Safer Vehicles Branch met with State Manager of the Australian Automotive Aftermarket Association on 20 October 2008 .

I am advised that the issues are reflected in numerous records of AMVCB meetings.



Michael Daley MP
Minister for Police

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 6, Budget Estimates transcript

Ms SYLVIA HALE: Can you provide to the Committee the details of every group—community group or otherwise—that has contacted you, your department or any of the agencies in connection with the purchase, potential purchase or leasing of those lines?

Mr DAVID CAMPBELL: I can provide information to the Committee around organisations that have contacted agencies in my portfolio.

Ms SYLVIA HALE: And individuals?

Mr DAVID CAMPBELL: Yes.

Ms SYLVIA HALE: Could you specify the actual community groups that have approached your office in relation to this?

Mr DAVID CAMPBELL: I have just indicated that I will provide the information and I indicated in my earlier answer that a significant driver of this has been the former regional development board. I say "former": they have now combined with the Commonwealth program to form Regional Development Australia boards, but the former Riverina Board was quite active on this.

ANSWER:

I am advised:

The following groups have enquired concerning the use of rail corridors for recreational purposes:

- Riverina Regional Development Board.
- Riverina Highlands Trail Committee.
- Tumbarumba Council.
- Narrandera Tourism (Council).
- Gundagai Council.
- Oberon Council.
- Northern Action Horse Group.
- Goulburn – Crookwell Heritage Railway Inc.
- Guyra Trikes.
- Oberon Tarana Heritage Railway.
- Bicycle NSW.
- Mr Nicholas Schofield.
- Wagga Wagga City Council.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 6, Budget Estimates transcript

Question:

Ms Hale to the Minister for Transport, Minister for the Illawarra:

Ms SYLVIA HALE: Minister, I refer to the 2031 Transport Blueprint. Have any members of the Government Reference Panel for the Transport Blueprint been consultants on the Sydney CBD Metro?

Mr DAVID CAMPBELL: To the best of my knowledge, no.

Ms SYLVIA HALE: But you will take it on notice?

Mr DAVID CAMPBELL: I am happy to confirm it. But, to the best of my knowledge, no.

Answer:

I am advised by Sydney Metro that no members of the Government Reference Panel for the Transport Blueprint have been consultants on the Sydney CBD Metro. I understand that officers from Evans and Peck, of which Mr Paul Forward is a principal, have been working in-house with Sydney Metro providing strategic, technical and project management services however Mr Forward has not been involved in any metro projects.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 8-9, Budget Estimates transcript

Question:

Ms SYLVIA HALE: Minister, I now turn to the Taxi Transport Subsidy Scheme. Can you confirm and provide details as to whether wheelchair-accessible taxi drivers are being paid \$8.47 as an incentive payment for every passenger picked up and transported who uses a wheelchair?

Mr DAVID CAMPBELL: Taxi licence holders do in fact receive a payment under the Taxi Transport Subsidy Scheme, which in 1981 was introduced to assist persons who are unable to use conventional public transport because they have a qualifying severe or permanent disability. The Government provides to those who have that qualifying disability a subsidy of 50 per cent of the fare, up to a maximum of \$30 a trip. During 2008-09 almost \$24 million was spent under the scheme and just over \$22 million was spent under the scheme in 2007-08.

In 2008-09 New South Wales Transport and Infrastructure approved 9,624 new applications for the scheme. There were 71,071 persons registered under the scheme as at the end of June 2009. Just over 21 million trips were recorded in the 2008-09 financial year. New South Wales Transport and Infrastructure is considering options for the introduction of an electronic payment system to replace the current manual voucher system.

Ms SYLVIA HALE: Minister, without wishing to interrupt you, my question was whether an incentive payment of \$8.47 was paid to drivers of wheelchair-accessible taxis who transport wheelchair-bound passengers.

Mr DAVID CAMPBELL: I understand that there is a payment for wheelchair-accessible taxi services. Whether it is the exact amount you have referred to I would need to check to confirm.

Ms SYLVIA HALE: If you could get back to the Committee with that. While you are doing so, could you confirm whether that payment is made regardless of whether the passenger is picked up on time, the passenger has had to wait an extended period of time before being picked up, the passenger engages the wheelchair-accessible taxi from a taxi rank or a street hail, or if the passenger is picked up through a private arrangement with the wheelchair-accessible taxi driver? Could you indicate whether, regardless of those circumstances, the payment is made?

Mr DAVID CAMPBELL: I will ensure that detailed information around each of those issues is provided to the Committee.

ANSWER:

Yes.

A handwritten signature in blue ink, appearing to read 'D. Campbell', is written above the printed name.

**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 9-10, Budget Estimates transcript

Question:

Ms SYLVIA HALE: Could you provide the Committee with information on the expenditure on information technology that has been undertaken in each of the last three years?

Mr MASON: On the whole of the IT systems?

Ms SYLVIA HALE: Yes.

Mr MASON: I certainly could not do it here.

Ms SYLVIA HALE: No. Could you take it on notice?

Answer:

I am advised:

Total expenditure (both operating and capital expenditure) on information technology in each of the last three years is:

- 108 million in 2006-07;
- 148 million in 2007-08; and
- 166 million in 2008-09.

This includes investment in, and operating costs of, a range of operational and customer facing systems, such as passenger information systems, CCTV, timetabling and ticketing systems, as well as the traditional IT systems. It also includes the operating cost of the Information and Communication Technology group within RailCorp.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 10, Budget Estimates transcript

Ms SYLVIA HALE: I turn to the metropolitan bus system contract. Minister, it is my understanding that following the request of the director general under clause 5.6 (a) an operator of a bus service must provide up to 400 community transport kilometres per week, but no more than 20,000 community transport kilometres in a financial year, to approved community transport organisations or other uses approved by the director general. Further, the community transport kilometres should be charged by the operator to the director general in accordance with schedule 17. The operator is paid an amount calculated according to the number of transport kilometres provided. What is the breakdown of community kilometres by contract region per financial year?

Mr DAVID CAMPBELL: The current financial year?

Ms SYLVIA HALE: Yes, thank you.

Mr DAVID CAMPBELL: I will give that to the Committee.

Ms SYLVIA HALE: Thank you. When was the last occasion on which you activated that clause in the contract?

Mr DAVID CAMPBELL: As you indicated in your earlier question, it is activated by the director general, not by the Minister. We will provide that information to the Committee as well.

Ms SYLVIA HALE: Could you provide an indication of on how many occasions that clause was activated in the last two years? Could you also indicate whether there is an intention to fund any community kilometres for the remainder of the contract term? If you could take those questions on notice.

Answer:

I am advised:

The contract contains an option for the Director General to activate a community kilometre clause if he so chooses. To date, he has not elected to do so.



David Campbell MP
Minister for Transport
Minister for the Illawarra

Notice Given: 17 September 2009

Asked by: The Hon John Ajaka MLC

Page: 14, Budget Estimates Transcript

CHAIR: If I could return to the CBD Metro Rozelle project. You have tabled some lovely graphs this morning showing bus growth and on-time running. If the Committee would like to prepare a graph in terms of the timeline for this project, to date, in our report to Parliament, what would you say is the conception date of the project that we can put on the lovely graph?

Mr DAVID CAMPBELL: The funding date is 11 November in the mini-budget.

The Hon. JOHN AJAKA: I think the question was about the conception date, Minister.

CHAIR: I want to know the essence of the beginning of this project—the conception date.

Mr DAVID CAMPBELL: The Government's conception of metros for Sydney was in 2006.

CHAIR: What part of 2006?

Mr DAVID CAMPBELL: I will check the specific decision date of Government. It predates my time as Minister for Transport. The conception date of metros for Sydney is in 2006.

CHAIR: And you are going to get back to us with a specific date? You will not come back with a graph on it?

The Hon. PENNY SHARPE: You do your own graphs.

CHAIR: We can do our own graphs if there is information to put on the graphs. We would like to have accurate information. Minister, when you unveiled this project you said it was the biggest project undertaken in the CBD in terms of scale and complexity since the construction of the Sydney Harbour Bridge. Is that correct?

Mr DAVID CAMPBELL: When I publicly released the environmental assessment I made that comment.

CHAIR: It is fair enough, I think, for the Committee to have specific information about the conception date, and I would be interested to know who was the father of this project. Was it just a one-night stand and now we are stuck with a \$5 billion bill? Can you provide those specific dates—each of the critical dates—in the timeline to date?

Mr DAVID CAMPBELL: Sure.

Answer:

I am advised:

20 November 2006 – Urban Transport Statement released (included investigation of metros).

18 March 2008 – NSW Government announced North West Metro. Considerable amount of work relating to the CBD was in this proposal.

13 May 2008 – Federal Government announced funds for joint feasibility study with NSW Government into West Metro.

24 October 2008 – Stage 1 Metro (Rozelle to Central) project announced.

11 November 2008 – NSW Mini-budget.

2 December 2008 – NSW Parliament approves Transport Administration Amendment (Metro Rail) Bill 2008 to establish Sydney Metro.

27 January 2009 – Sydney Metro established.

16 February 2009 – Project Application lodged for Stage 1 Metro.

12 May 2009 – Federal Government announces further \$91 million for pre-construction work for Stage 2 Metro (Central to Westmead).

8 August 2009 – Project Application lodged for Stage 2 Metro.



David Campbell MP
Minister for Transport
Minister for the Illawarra

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 20, Budget Estimates transcript

Question:

Ms Hale to the Minister for Transport, Minister for the Illawarra:

Ms SYLVIA HALE: Minister, you will no doubt have to take my next question on notice. Would you provide the Committee with the numbers and locations of disused rail and goods lines in the Sydney metropolitan area? Similarly, would you provide the Committee with details of the numbers and locations of disused rail and freight lines in rural areas of the State?

Mr DAVID CAMPBELL: My understanding is that there are 3,000 kilometres of disused rail line, most of it closed by the Greiner Government, I would point out. But we will provide some detailed information to the Committee.

Ms SYLVIA HALE: Were any of the lines closed by the Greiner Government ever reopened by the Labor Government?

Mr DAVID CAMPBELL: Not that I am aware of. But, again, I will check that.

Ms SYLVIA HALE: One of the problems, of course, with the rural branch lines is that they are not officially closed; they are just allowed to fall into disuse. Which rural branch lines in New South Wales have not been used at all by any train in the past year?

Mr DAVID CAMPBELL: Again, I will take the question on notice and provide details to the Committee

Answer:

I am advised:

The table below details disused rail and freight lines in the Sydney metropolitan area and the rural areas of New South Wales. In the past year, trains ran on all operational lines across the Country Regional Network.

Metropolitan and Regional Network – Non Operational Lines

Line	Date Non Operational
Awaba to Wangi Wangi	1972
Barmedman to Rankins Springs	2004
Binnaway to Baradine	2005
Baradine to Gwabegar	May 2004
Blayney to Cowra	July 2007
<i>Boree Creek to Oakland - from Urana</i>	1982
<i>Boree Creek to Oakland - to Urana</i>	1988
Bungendore to Captains Flat	1968
Byrock to Brewarrina	1982
Camurra to Weemelah	September 2009
Casino to Murwillumbah	June 2004
Cootamundra to Tumut	1984
Cowra to Eugowra	1991
Cowra to Koorawatha	September 2009
Craboon to Coolah	1985
<i>Culcairn to Corowa - from Brocklesby</i>	1989
<i>Culcairn to Corowa - to Brocklesby</i>	1991
Culcairn to Holbrook	1987
Dulwich Hill to Rozelle	2009
<i>Dumaresq to Wallangarra - from Dumaresq</i>	1993
<i>Dumaresq to Wallangarra - from Glen Innes</i>	1989
Fassifern to Toronto	1990
Galong to Boorowa	1987
Gosford to Gosford Racecourse	1972
Goulburn to Crookwell	1989
Greenethorpe to Grenfell	1991
Henty to Rand	1989
Hillston to Roto	1986
Kandos to Gulgong	2007
Koorawatha to Demondrille	September 2009
Koorawatha to Greenethorpe	September 2009
Loftus to National Park	1991

Merrywinebone to Pokataroo	1974
<i>Molong to Dubbo - from Yeoval</i>	1988
<i>Molong to Dubbo - to Yeoval</i>	1992
<i>Moree to Inverell - from Biniguy</i>	1991
<i>Moree to Inverell - from Delungra</i>	1987
<i>Moree to Inverell - to Biniguy</i>	1994
Murwillumbah to Condong	1993
<i>Narrandera to Tocumwal - from Jerilderie</i>	1987
<i>Narrandera to Tocumwal - to Jerilderie</i>	1991
North Star to Boggabilla	1987
Nyngan to Burke	1989
Picton to Braemar - Leased network	1989
<i>Queanbeyan to Bombala - from Cooma</i>	1986
<i>Queanbeyan to Bombala - to Cooma</i>	1989
Sandy Hollow to Merriwa	1988
Sydney Yard to Darling Harbour	1993
Tarana to Oberon	1979
Tumut to Batlow	1984
Uranquinty to Kywong	1988
<i>Wagga Wagga to Tumbarumba - from Ladysmith</i>	1974
<i>Wagga Wagga to Tumbarumba - to Ladysmith</i>	1988
Weemelah to Mungindi	1984
West Tamworth to Barraba	1987
West Wyalong to Burcher	2005
Willbriggie to Hay	1989
Yanco to Willbriggie	2005
Yass Junction to Yass Town	1988

David Campbell MP
Minister for Transport
Minister for the Illawarra

**BUDGET ESTIMATES
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LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 21, Budget Estimates transcript

Question:

Ms Hale to the Minister for Transport, Minister for the Illawarra:

Ms SYLVIA HALE: How many train lines have been downgraded to class 4 or class 5 tracks since 2005?

Mr DAVID CAMPBELL: I will take that question on notice.

Answer:

I am advised:

None.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: The Hon Jenny Gardiner (Chair)

Page number: 22, Budget Estimates transcript

Mr DAVID CAMPBELL: I appreciate that. The Government has put in place New South Wales Transport and Infrastructure and the Premier made it clear that a key feature of that new department's work would be the transport blueprint. Indeed, Sydney is fortunate; it benefits from a well-established public transport system. Already it handles 77 per cent of journeys to work in the central business district [CBD] during the peak, and 24 per cent of all journeys to work are trips across the metropolitan area. That 77 per cent of trips to work in the CBD by public transport is up there with the best of them in the world, I might say. I might also say that it is above the target that was set in the State Plan.

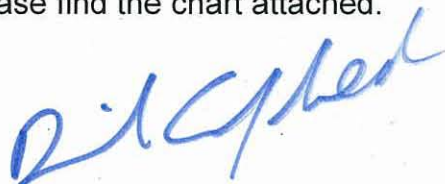
Usage of Sydney's public transport system is increasing, with CityRail recording 2.9 per cent growth, and Sydney Buses with 0.7 per cent growth and 5.6 per cent growth across the Sydney metropolitan private bus work in 2008-09. This follows on from higher levels of growth in previous years. I show the Committee a graph of the patronage by RailCorp. For example in 2005-06 you can see this mark here and then in 2008-09 you can see an increase of 11.8 per cent in patronage numbers. Patronage numbers are going up very strongly and on-time running is improving significantly as well. That demonstrates why the community is responding to the Government's initiatives.

CHAIR: Minister, would you like to table that graph?

Mr DAVID CAMPBELL: I might table the same graph in a different form because it might be easier for the Committee staff to work with. I am certainly happy to provide it.

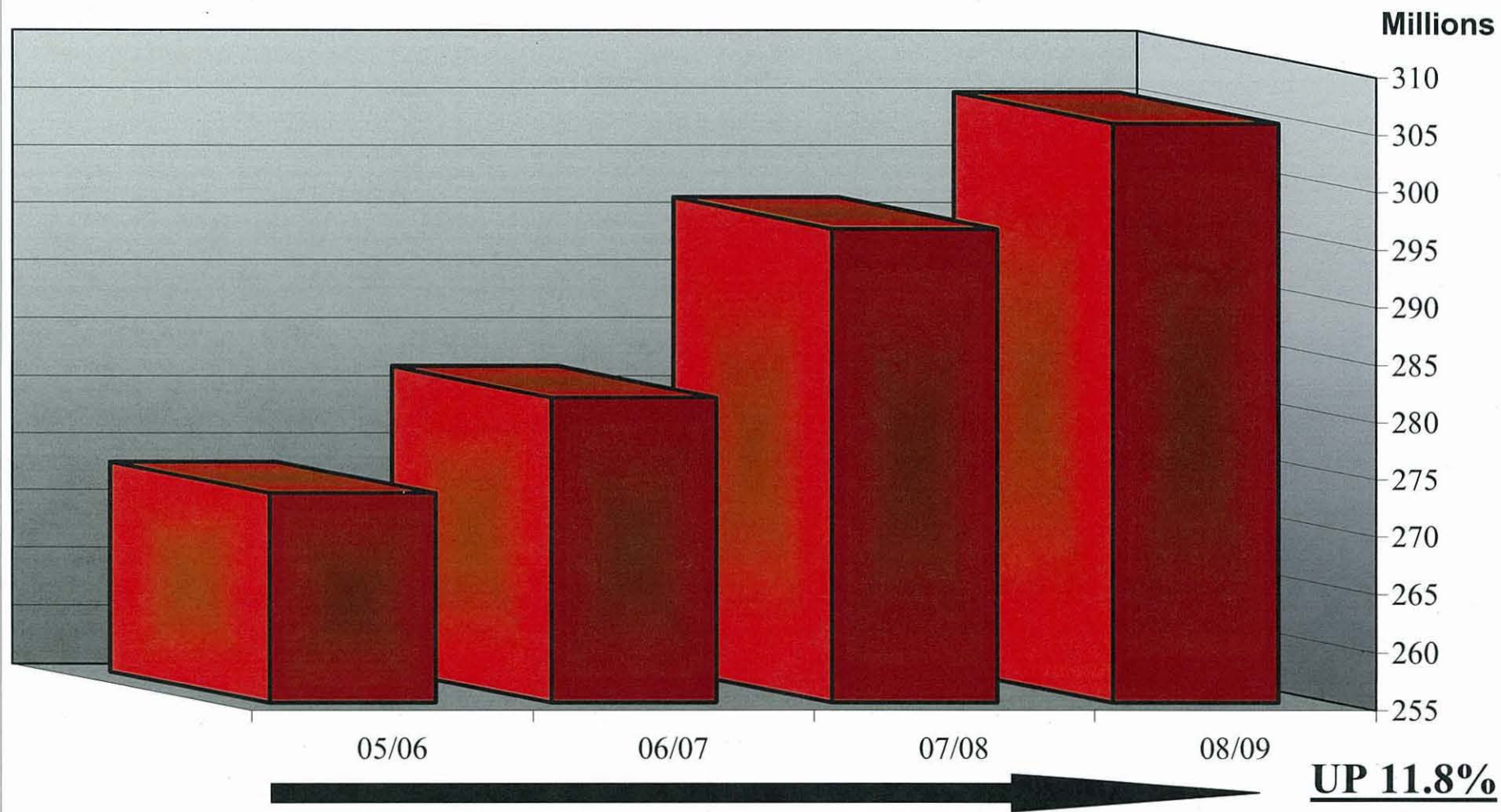
Answer:

Please find the chart attached.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

CityRail Patronage



**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 21, Budget Estimates transcript

Question:

Ms SYLVIA HALE: What percentage of grain hauled over 2008-09 was moved by rail compared to grain hauled by road, and how does this percentage compare with the previous two years?

Mr DAVID CAMPBELL: I will seek to get information for the Committee.

ANSWER:

I am advised:

As a bulk commodity, the transportation of grain is generally by rail. The average split is approximately 75% rail and 25% road. This varies from year to year and growing region to growing region depending on the varying size of the harvest.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Mr John Ajaka MLC

Page number: 27, Budget Estimates transcript

CHAIR: Minister, it is true you can answer the question in the way you feel fit. It is also true that successive Ministers for Transport have come before this Committee and given us an update on the amount of money spent to date on the terminated Tcard project and the project before it was terminated. All Mr Ajaka is doing is asking you to give us the latest figure for that project.

Mr DAVID CAMPBELL: As I indicated earlier, and as the Hon. Lynda Voltz has pointed out, the previous process is subject to litigation and that litigation is on foot in the Supreme Court and it would be inappropriate to go into any detail around what led to that litigation.

The Hon. JOHN AJAKA: So you are not prepared to answer the question?

The Hon. PENNY SHARPE: No, he is not required to under the standing orders if—

The Hon. JOHN AJAKA: Please do not take my time!

The Hon. PENNY SHARPE: —it is actually in court.

The Hon. JOHN AJAKA: You can ask your questions in your time, thank you. Minister—clearly this cannot be a problem from a litigation point of view—what is the total cost for legal fees paid to date in relation to these court proceedings by the Government?

Mr DAVID CAMPBELL: The court proceedings are ongoing and the cost obviously of mounting those court proceedings changes as each step occurs before the court.

The Hon. JOHN AJAKA: Do you have any idea what the cost is to date?

Mr DAVID CAMPBELL: I will seek advice as to any implication on the litigation, if I were to provide the amount to date. If that advice indicates there will not be an impact on the litigation, I will provide information to the Committee.

Answer:

I am advised:

It is possible that providing the information requested could give rise to tactical or forensic issues which may cause prejudice to the interests of PTTC in the litigation, now or at some stage in the future.

On that basis, I do not propose to provide the information sought.

A handwritten signature in blue ink, appearing to read 'D. Campbell', is written above the printed name.

**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page: 32-33, Budget Estimates Transcript

Ms SYLVIA HALE: I am not sure that many members of the community would agree with you. I now turn to the issue of the potential compensation for the operators of the Sydney light rail, should the CBD Metro proceed. Have you or any members of your department had any discussions with the operators on this aspect of the CBD?

Mr DAVID CAMPBELL: I have not had any discussions with the operators about that; they have not approached me.

Ms SYLVIA HALE: Has any member of your department, an agency representative or anyone from the CBD Metro?

Mr DAVID CAMPBELL: I have no advice that that is the case. I will need to check whether any individual has. No-one has brought that to my attention.

Ms SYLVIA HALE: So you will take that question on notice and get back to us if there have been any discussions. Is it correct that under the contract with the operators of the Sydney light rail if the CBD Metro impacts on its passenger numbers, or has the potential to do so, the Government would be liable to pay compensation?

Mr DAVID CAMPBELL: I will check, but I am not aware that the contract with the operators of the Sydney light rail system has any clauses about a metro operation.

Ms SYLVIA HALE: What about a competing transport service?

Mr DAVID CAMPBELL: That is different from the question you asked. I do not know the specifics of the clause, but I understand that the contract contains a general clause that provides the light rail operator with the opportunity to pursue a remedy, perhaps compensation, if it believes there is a competing form of public transport.

Ms SYLVIA HALE: Will you make that clause available to members of the Committee and to the public?

Mr DAVID CAMPBELL: I will need to check the commercial aspects of that. You will appreciate that there is a commercial arrangement between the light rail operator and the Government. If there is no commercial difficulty in doing that, I will do so. If there is a commercial difficulty, I will advise the Committee.

Ms SYLVIA HALE: You would equally appreciate that, in light of the very considerable costs associated with the Sydney Metro, if we were to add the cost of compensating the light rail operators it would be a matter of considerable public interest and something that not only members of Parliament but also the community as a whole should be made aware of.

Mr DAVID CAMPBELL: As I indicated, I will check my ability to provide that information to the Committee. If it is not a commercial problem, I will provide it. If it is, I will advise the Committee accordingly.

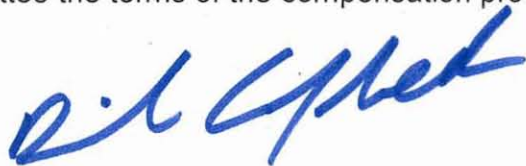
Answer:

I am advised:

The operator of Sydney's light rail, Pymont Light Rail Company Pty Limited, has written to the Director-General of the former Ministry of Transport and raised the issue of potential compensation.

The compensation mechanism set out in the light rail Project Deed between Pymont Light Rail Company Pty Limited and the Government applies after an alternative public transport service is introduced within the Ultimo Pymont area which has been shown to have a provable detrimental effect on the company's revenues.

The Department of Transport and Infrastructure is currently in discussions with the Pymont Light Rail Company Pty Limited about my ability to make available to the committee the terms of the compensation provisions of the light rail Project Deed.



David Campbell MP
Minister for Transport
Minister for the Illawarra

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 34-35, Budget Estimates transcript

Question:

Ms SYLVIA HALE: I would like now to turn to patronage of public transport in this State. There are reports in Victoria and in Queensland that have shown that public transport patronage on trams, trains and buses has increased significantly. It was reported in May that public transport has seen a 13.2 per cent increase in the 12 months to March, more than double the previous year's growth. How many trips were made on the Sydney train, bus and ferry networks in the year to 30 June 2009?

Mr DAVID CAMPBELL: If someone is pretty good at their mental arithmetic they might add these up for me. Someone else might jot it down and add it up. Rail patronage was 304.8 million passenger journeys. State Transit bus patronage for Sydney was 192.8 million passenger boardings. Private bus patronage for Sydney was 40.4 million passenger boardings. Ferries patronage was 14.3 million passenger boardings, as I indicated in a quite detailed answer a little earlier.

Ms SYLVIA HALE: I have not added up those figures but I assume one of your many assistants will do so. I am particularly interested in whether this figure is an increase on last year. If so, what is the percentage of that increase?

Mr DAVID CAMPBELL: CityRail patronage for 2008-09 was 304.8 million passenger journeys. This is up 2.9 per cent compared with 2007-08, which means 8.6 million extra passenger journeys. We have seen sustained growth for a number of years, including very high growth of 5.7 per cent from 2006-07 to 2007-08. This last year was a little lower than the previous year because of the global financial crisis. CountryLink's patronage increased by 8 per cent in 2008-09 compared with 2007-08. State Transit has advised that all State Transit bus services for 2008-09, including Newcastle, recorded—as I indicated a moment ago—208 million passenger boardings, including school student travel. That is up by over 1.5 million on the previous year, representing an increase of 0.7 per cent. This continues the high growth of 3 per cent experienced in the previous year.

State Transit has also advised that Sydney buses for 2008-09 recorded 192.8 million passenger boardings, and that was up 0.8 per cent over the previous financial year. Patronage of Newcastle buses remained steady at 12.4 million passenger boardings. State Transit also advised that patronage on its western Sydney buses for 2008-09 was up by 4 per cent over the previous year, including school student travel. In the last three months of the financial year that patronage of Sydney buses declined due to the impact of the global financial crisis.

Ms SYLVIA HALE: What percentage was the decline?

Mr DAVID CAMPBELL: I will need to double-check that, but it did not decline hugely because overall there was a slight increase.

Ms SYLVIA HALE: My maths may be sorely lacking but from my rough calculations that represents overall a 3 per cent increase in public transport usage. This seems to

compare very poorly with the 13 per cent increase that has been reported in other States. If that is the case, has the department conducted any comparative studies of trends in patronage in New South Wales as compared with other capital cities?

Mr DAVID CAMPBELL: The trends in New South Wales are strong. They are off a significantly higher base than the other States, which came from a lower base to start with. As I indicated in an earlier answer, journeys to work in Sydney's central business district are about 77 per cent by public transport, and that is up there with the best in the world, as I am advised.

Ms SYLVIA HALE: Would you take on notice and provide to the Committee the percentage increase or decline in comparable public transport services between this State and other States for each of the last five years?

Mr DAVID CAMPBELL: I will seek to get some comparative data. I will not undertake to go back five years. You will appreciate the resources we have to put into that might not justify doing that, but we will seek to provide some comparative data that may be useful to the Committee.

Answer:

I am advised that the table below refers to City-wide Public Transport Patronage, on an average weekday.

Public Transport Patronage by City	Thousands						Annual Average Growth
	2004	2005	2006	2007	2008	2009	
Sydney	587.4	582.6	586.2	597.7	617.9	629.6	1.4%
Melbourne	350.3	367.8	390.9	418.5	450.8	491.5	7.0%
Sth East QLD	123.8	136.1	152.0	162.7	172.0	181.9	8.0%
Perth	90.6	95.1	99.3	102.5	108.8	128.8	7.3%
Adelaide	60.2	61.2	63.9	65.2	66.2	67.5	2.3%

Public transport use has increased in most advanced cities across the world over the last 5 years. Several factors are responsible, including increased fuel prices, higher levels of urban consolidation around public transport, greater investment in public transport relative to roads, and greater road congestion.

Sydney residents make over 16 million trips a day, and a growing proportion of these are by public transport. Results from the latest Household Travel Survey suggest that we are making great progress towards our State Plan Target of having 25% of Sydney residents using public transport to travel to work – we have already reached 24%.

Rail carries the lion's share of this 24%, with 16% of these trips to work being by train - and bus and other modes representing the other 8%.

Our other State Plan Target – to increase mode share to public transport for peak hour commute trips to the Sydney CBD to 75% – has already been exceeded, with 77% now

using public transport. This compares to about 62% in Melbourne and 61% in Brisbane.

And of the 77% of peak period commuter trips to the CBD in the peak period by public transport – 52% are by train – up from 50% in 1999. For all travel, train accounts for 5% of all trips, but 13% of kilometres travelled. There are almost 1 million train trips per week day. Since 1999, train patronage has been growing at 1.4% per annum, higher than population growth of 1% per annum - a reflection of successful urban consolidation around stations and jobs growth in centres.

Sydney started the last 5 years with a much higher level of public transport use than other Australian cities, thus its growth in percentage terms has not been as high as other cities. Those other cities are playing catch-up to Sydney, by investing in public transport services already existing in Sydney, and instituting demand management policies such as parking restrictions and levies, which Sydney has lead the way on.

As these cities have had, and continue to have, much lower rates of public transport use than Sydney, this growth comes off a much lower base. Sydney retains the lead in the use of public transport for travel to work, across the metropolitan area as a whole and to the CBD, as shown in the tables on the previous page.

A handwritten signature in blue ink, appearing to read 'D Campbell', is positioned above the printed name.

David Campbell MP
Minister for Transport
Minister for the Illawarra

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 34, Budget Estimates transcript

Question:

Ms SYLVIA HALE: I do not think giving me that figure was a particularly helpful exercise. However, I am glad that you have given me some indication of the current timetable for the delivery of the trains. Was the rollout of the 131500 service to rural and regional areas included in the recent tender process?

Mr DAVID CAMPBELL: The 131500 number is the Transport Infoline and it takes a number of hits both by phone and by the Internet. It is a project that is currently out to tender in an effort to provide an upgrade. The contract period has come to an end. I will check for the Committee the extent that it covers regional services.

Ms SYLVIA HALE: You will get back to us as to the extent of the provision of those services to rural and regional areas.

Mr DAVID CAMPBELL: I will do so.

ANSWER:

I am advised:

The Transport Info 131500 service aims to cover all of NSW in the coming years. When regular electronic feeds of transport data (such as timetable and bus stop information) become available for rural and regional transport services, they will be added to the trip planner. However, there will be challenges with presenting this information in the trip planner. For instance, some rural and regional bus services do not have specific bus stops as they provide hail and ride services, with the bus stopping wherever the passenger is standing. This means that point to point trip planning is difficult because the timetables don't anchor to geographic locations along the bus route - just the beginning and the end. For these situations, time ranges would most likely take the place of precise times in the trip planner results.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 41-42, Budget Estimates transcript

Ms SYLVIA HALE: Minister, as you no doubt know, Redfern Station—one of Sydney's busiest—is completely inaccessible to people with disabilities. What is the schedule for upgrading that station? I think it has been proposed for the last 10 years?

Mr DAVID CAMPBELL: There is a strong Easy Access program for RailCorp and the Government has allocated over \$30.1 million for the Easy Access program this financial year.

Ms SYLVIA HALE: Thank you, but I am just really interested in Redfern at the moment.

Mr DAVID CAMPBELL: I am pleased to say that RailCorp has recently completed Eastwood urban, Belmore, Bowral, Emu Plains, Seven Hills, Penshurst, Turramurra and Werrington—

Ms SYLVIA HALE: I do not want to be rude, Minister, but I am asking you specifically about the ten- year-old proposal to upgrade Redfern?

Mr DAVID CAMPBELL: The exact status of the Redfern project I will undertake to provide to the Committee. I might say though that the 131500 service provides the opportunity for people to establish where their closest accessible railway station is. I am also advised the new 131500 service will give the ability of the whole of New South Wales to use 131500. This is a supplementary answer to your earlier question.

Ms SYLVIA HALE: I am sorry, Minister, if you could supply me with that information later on. I have very limited time.

Mr DAVID CAMPBELL: I will certainly do that.

Answer:

I am advised:

The upgrade of Redfern Station was shown in the Urban Transport Statement as a 2011 project.

RailCorp has been working alongside the Redfern Waterloo Authority to develop the plans for the upgrade of Redfern Station to ensure it meets the needs of current and future development in the Redfern area. A preferred option has now been identified and is being refined.

The purpose of the upgrade at Redfern is to provide accessibility improvements and to improve capacity to accommodate development in the area.



**David Campbell MP
Minister for Transport
Minister for the Illawarra**

**BUDGET ESTIMATES
QUESTION ON NOTICE**

LEGISLATIVE COUNCIL

Notice Given: 17 September 2009

Asked by: Ms Sylvia Hale MLC

Page number: 42, Budget Estimates transcript

Ms SYLVIA HALE: Minister, is there any proposal to provide new trains to CountryLink?

Mr DAVID CAMPBELL: The CountryLink fleet has recently undergone a significant refurbishment but there is not a Government decision to replace the fleet. It has recently undergone a refurbishment—the XPT and Explorer trains.

Ms SYLVIA HALE: There is a public perception that the Government has embarked on a program of scrapping CountryLink rail services. Could you provide the Committee with a list of CountryLink ticketing offices in regional areas that have been closed since 2007?

Mr DAVID CAMPBELL: I will provide the Committee with some details of the CountryLink ticketing arrangements that are in place. I did advise the Committee a little earlier though that patronage on CountryLink in 2008-09 increased by 8 per cent compared with 2007-08. I think that belies the conspiracy theory that people sit around in back rooms in this building plotting. It belies the conspiracy theory that there is an intention, as you outlined in your question, to downgrade CountryLink services. The other action that the Government has taken, which is in fact in this budget, that belies that theory is that the Government has reformed from 1 July the pensioner travel voucher booking fee. From July this year there is no longer a booking fee for pensioners using their free vouchers when they choose to travel—

Ms SYLVIA HALE: Without being rude, can I suggest—

Mr DAVID CAMPBELL: —in economy class on CountryLink and that demonstrates—

Ms SYLVIA HALE: With that increase in patronage, will you provide the Committee with a list of the additional or new CountryLink offices that have been opened since 2007? So a list of those that have been closed and a list of those that have been opened—

Mr DAVID CAMPBELL: I have indicated I will give the Committee that information—

Answer:

I am advised:

Since 2007, no CountryLink ticket office, staffed with CountryLink personnel has been closed and one additional ticketing outlet has been opened at Macksville.

CountryLink customers can also book tickets directly through the CountryLink call centre on 132232 and pay over the phone, through an Australia Post outlet or on board the train or coach. Bookings for CountryLink tickets can also be made by accessing the CountryLink website and at CityRail stations.

In regional areas CountryLink tickets can also be booked through designated agents such as travel agents and other small businesses.

A handwritten signature in blue ink, appearing to read 'D. Campbell', is positioned above the printed name.

David Campbell MP
Minister for Transport
Minister for the Illawarra