



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

QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Parking at Penrith Station

1. Funding for a parking building on the north side of Penrith Railway station was acquired from the Federal Govt three years ago. When will this project begin, who will construct it and how much will it cost?

Answer

I am advised:

1. Penrith Station commuter car park is a joint Federal and State Government project which is being delivered by Penrith City Council.

The NSW Government contribution is \$5 million. Penrith City Council has advised that construction is due to commence in early 2011.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Rail Costing Penrith to Blaxland

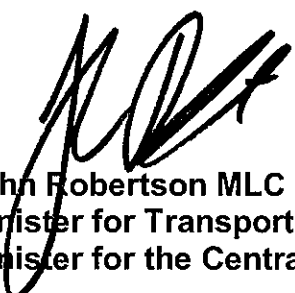
2. What is the estimated cost for the quadruplication of the railway line between Penrith & St Marys.
3. What is the estimated cost of the upgrade that would be required to the Western Railway-line between St Marys and Blaxland, such that safe railway operation travel times of heavy freight trains would be the same as for road freight between the same two railway stations when the trucks travel via the F4 then Great Western Highway after Lapstone.
4. What is the estimated cost of the upgrade that would be required to the Western Railway-line between St Marys and Blaxland, such that safe railway passenger operations are no slower than same maximum speed limits currently experienced by private cars travelling between the same two railway stations when the cars travel via the F4 then Great Western Highway after Lapstone.
5. If the costs of delivering these services is not known, what would be the costs to conduct an assessment of the likely costs of such upgrades.

Answer

I am advised:

2. – 5.

The cost of delivering quadruplication of the line between Penrith and St Marys and upgrade of the Lines between St Marys and Blaxland is not currently known. The costs to conduct an assessment of these upgrades has also not been determined.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Wheelchair Accessible Taxi (WAT) Incentive Payments

6. As the NSW government already provides a number of generous incentives to WAT driver/operators to offset the cost of converting vehicles to operate as a WAT, and the fact that the WAT driver/operators are provided with a licence with conditions stating they must give priority to people with disability, especially wheelchair users, could the Minister please explain why his department continues to pay the \$8.47 WAT driver bonus incentive scheme?
7. Although the \$8.47 WAT driver bonus incentive scheme commenced with the intention to get the WAT drivers to be more responsive to bookings and provide wheelchair users with an equitable service, can the Minister please explain why it is paying the \$8.47 to the drivers regardless of whether the driver is on time to the booking or one hour late to the booking, or whether the wheelchair user is hiring the taxi from a taxi rank or street hail?
8. Could the Minister please provide the total amount of money it has paid in WAT driver bonus incentives since the payment commenced in December 2007 including a breakdown of payment in each financial year until now?

Answer:

I am advised:

6. and 7.

The Wheelchair Accessible Taxi Driver Incentive Payment is crucial in ensuring that people with disabilities are provided with a taxi service that meets the same performance indicators as for standard taxis. The majority of Australian States and Territories provide an incentive payment to wheelchair accessible taxi drivers.


The payment is made to ensure that people with disabilities get a customer focused taxi service. Wheelchair hiring's have steadily increased since the introduction of the Incentive Scheme and the gap between average pick up times for wheelchair accessible taxis and standard taxis has been dramatically reduced.



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8. Since the Wheelchair Accessible Taxi Driver Incentive Payment was introduced in December 2007, a total \$8,176,555.27 has been paid, as follows:

• 2007/08	\$670,212.57
• 2008/09	\$2,998,520.84
• 2009/10	\$3,608,339.64
• 2010/11	\$899,482.22 (as at 29 September 2010)


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Two More Trains for Singleton

9. Is the Minister aware of the proposal by the group 'Two More Trains for Singleton' for an increase in services between Newcastle and Sydney daily with a target of for 2025 of train services every two hours?
10. Have there been any feasibility studies or costings done in relation to the proposal?
 - (a) If not. Is the Minister willing to consider such an undertaking?
 - (b) If yes. Please provide details.

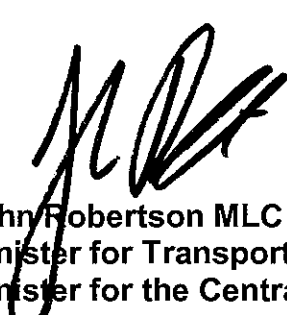
Answer:

I am advised:

9. – 10.

The Two More Trains for Singleton proposal will be considered in the development of the Hunter Regional Transport Strategy.

RailCorp has undertaken investigations to determine the feasibility of the Two More Trains for Singleton Proposal. Currently all rolling stock on the Hunter line is fully deployed and it is not possible to provide additional train services to and from Singleton without cancelling other Hunter line train services.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Coffs Harbour Passenger Rail Services

11. Why is the State Government unwilling to support a Feasibility Study for Rail, funded via the Sustainable Living Initiative funding program, as requested by Coffs Harbour Council in its submission to the State Government?

Answer:

I am advised:

11. The NSW State Plan commits the Government to developing a Regional Transport Strategy for the Far North Coast. A draft Strategy will be developed for public release in 2011.

The Regional Transport Strategy will consider road, rail, bus, ferry, community and active transport needs across the Far North Coast. It will encompass actions and measures that respond to transport need and support future growth across the region.



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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Isolated Transport Accommodation and Assistance Scheme (IPTASS)

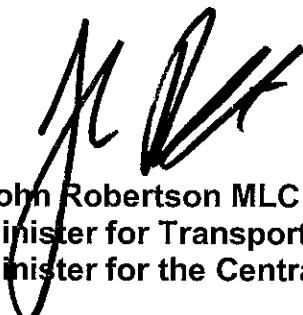
In 2010 – 2011 the budget for the Isolated Patient Transport Accommodation and Assistance Scheme (IPTAAS) is \$12.8m, a 9% increase on 09-10 which was \$11.7m. However the budget for Transport for Health is \$4.9m. This is nearly a 11% decrease on the 09-10 budget of \$5.5m.

12. There are increasing demands on community transport providers to provide transport for health services. For example one provider in Northern Sydney has had demands for transport for health increase from 15,000 trips in 07-08 to 20,000 trips in 08-09 (approximately 20% of all trips provided). Why has there been such a significant drop in funding?

Answer:

I am advised:

12. NSW Health administers the Isolated Patient Transport and Assistance Scheme. Any questions in relation to the Transport for Health budget should be directed to the Minister for Health.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Seatbelts in School Buses

13. How many school bus routes services with buses without seat belts for all passengers, travel on roads with speed zones 80 kph or greater in NSW?
14. Will the NSW Government mandate that all new and replacement school buses used on roads with maximum speeds of more than 80km/h be fitted with lap/sash seat belts?
15. Would such a mandate allow bus operators to apply for federal 'Seatbelts for Kids' subsidy funding?
16. Will the NSW Government immediately alter the School Student Transport Scheme contracts to allow bus operators to apply for federal 'Seatbelts for Kids' subsidy funding, given that current contracts restrict utilising this funding because of reduced capacity if using a seat belted school bus?
17. Will the NSW Government provide funding in the next budget for any extra buses that may be required because of reduced capacity when seat belts are fitted, on any school bus route travelling on roads with maximum speeds of more than 80km/h?

Answer:

I am advised:

13. – 14.


Transport NSW is undertaking an assessment of almost 3000 rural and regional school bus routes in relation to the National Guidelines for the Assessment of School Bus routes. Once this assessment is complete, Transport NSW will work with bus operators and other stakeholders to develop specific mitigation strategies. The type of bus used on a particular route is not assessed under the Guidelines.

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.

15. The Commonwealth Government operates the Seatbelts for Kids Program which provides a subsidy for bus operators to install seatbelts on buses. A maximum of \$25,000 is available for each school bus. The decision to access funding is a matter for private bus operators.
16. The contracts between Transport NSW and bus operators in NSW do not prohibit an operator applying for funds under the Commonwealth's Seatbelts For Kids Program. A bus operator may provide a seat belted bus if they can meet the capacity requirements of their contract.
17. The NSW Government is committed to providing a first class bus service that meets the needs of the travelling public, and attracts more passengers. The Metropolitan Transport Plan sets the Government's strategic transport planning agenda for the next 25 years and outlines improvements in bus services costing \$2.9 billion which includes the roll out of 1,000 new buses over 10 years in Sydney, Newcastle, Wollongong and the Central Coast; bus priority measures such as GPS traffic light priority; and new STA and private bus depots.

All new route buses purchased by bus operators in metropolitan and outer-metropolitan areas are required to be air-conditioned and have a low floor, stepless entry to allow easy access by the elderly, disabled and passengers in wheelchairs. The seats in new buses are also designed for improved passenger comfort.

\$145 million has been provided for the first 200 of the 1,000 Metropolitan Transport Plan new growth buses in the 2010-11 budget.



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Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Rail Noise Abatement

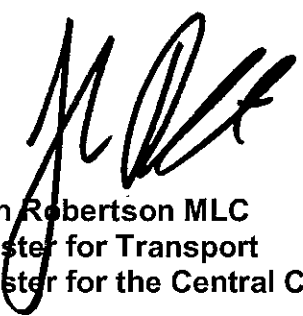
18. How much money was spent in the 09/10 financial year on noise abatement measures provided to home owners (additions made to homes eg. shutters on windows, glazing etc not general abatement measures such as sound proof barriers servicing multiple homes) suffering from noise pollution from City Rail operations?
19. How much money was spent on general abatement measures (those measures that did not involve alterations or additions to homes)
20. What body makes decisions in relation to providing funding for noise abatement direct to homes?
21. What is the process that is applied in assessing claims relating to noise pollution?
22. Is there a level of noise that if experienced by home owners from rail noise makes them eligible for noise abatement measures.
23. Is there any provision for independent assessors to be used to assess noise impacts in the event of a dispute between the government and home owners?
24. Are there periods of time in which services cannot operate on particular lines due to the potential for noise pollution to impact on residents?
 - a. For each of the major rail lines servicing metropolitan Sydney, please provide the details of these windows.

Answer:

I am advised:

18. To date RailCorp has not provided noise abatement measures to home owners. At source treatment of the network is the preferred method in terms of cost effectiveness and overall network benefit.
19. RailCorp's Annual Maintenance Program was approximately \$1billion in the 2009/10 financial year (including capitalised maintenance) and comprises Routine Maintenance (routine inspections & servicing) and Major Periodic Maintenance. RailCorp undertakes work to maintain a safe and reliable network benefiting the community by also reducing rail noise. However, the costs associated with these works are not captured as noise abatement measures by RailCorp's systems

20. The RailCorp capital program is developed with a range of inputs including consideration from each of the Groups and Divisions of RailCorp, Government policy, Transport NSW policy, decisions of the Cabinet, input from the community including through their parliamentary representatives and representative organisations. From a technical perspective a priority ranking process is undertaken by technical experts in order to provide a comprehensive assessment of the impacts of mitigation for funding consideration.
21. The Noise Abatement Program is designed to address existing acute operational airborne rail noise over the rail network, on a specific priority and equitable basis. The process involves deciding on eligibility by calculating key *Noise Abatement Values*, prioritising the proposals, and concluding with the selection and implementation of reasonable and feasible mitigation.
22. In the future, if a subject location consistently experiences an external (LAeq) (9hour, night) noise level greater than 65 dBA, or an LAeq(15hour,day) noise level greater than 70 dBA (measured at one metre from the facade) then that location will be considered for further reasonable and feasible considerations.
23. The Department of Environment, Climate Change and Water currently oversees the NSW Government's Rail Noise Strategy and provides the mechanisms for public input. The NSW Government's interagency committee focusing on NSW rail noise, planning, construction and operational noise issues is made up of a number of independent organisations including the Department of Premier and Cabinet, the Department of Environment, Climate Change and Water, the NSW Department of Planning, the Australian Rail Track Corporation, the Transport Construction Authority and RailCorp.
24. Increased rail transport is an expected and desirable outcome of government policies relating to improved air quality, improved transport planning and integrated land-use planning. Rail transport plays a vital part in efforts to achieve sustainable cities and to preserve the environment. To this end, the Department of Environment, Climate Change and Water licences RailCorp to lawfully operate under the Environmental Protection Licence 12208 to fulfil this vital public transport task on the entire network. There are no times in which services can not operate due to noise impacts.


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Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Public Transport Usage Rate

25. For the last available period, what are the patronage rates for the following public transport services (where possible provide patronage rates as a percentage of available seats for each route or rail line):
- a. Sydney Buses?
 - b. Private Buses?
 - c. Sydney Ferries?
 - d. City Rail?

Answer:

I am advised

25. a. – d.

I am advised that patronage across the different transport modes is reported in the annual reports of the various agencies across the transport portfolio.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

My Zone

26. What have been the implications on revenue from ticket sales resulting from the introduction of the 'My Zone' ticketing system?
27. Has there been any change in patronage rates since the introduction of the 'My Zone' ticketing system?
28. Please provide details of changes for each of the services identified in question 21 for all available routes or rail lines.

Answer:

I am advised:

26. – 28.

MyZone was the biggest fare reform affecting public transport customers in a decade. It made public transport easier and simpler and it aims to encourage people to use public transport more often. Early indications are that it has had some impact on patronage but detailed figures are not yet available.

Fare bands were significantly reduced, a weekly cap on travel was introduced and private and government bus users can now use the same ticket. More than nine out of 10 MyZone journeys were cheaper or remained the same price compared with pre-MyZone fares.

Revenue from public transport ticket sales is reported as part of the normal budgetary process.



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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Parramatta to Epping Rail Link

29. Will additional services be running through the Chatswood to Epping tunnel due to the completion of the link?
- a. if so will there be any reduction in total seats on the Northern Line to the North of Chatswood?
30. Will there be any reduction in seats travelling directly (without the need to change trains from Hornsby to the City)?

Answer:

I am advised:

29. – 30.

It is currently envisaged that there will be additional services operating through the Chatswood and Epping tunnel due to the completion of the Parramatta to Epping Rail Link. A timetable review will be part of the detailed project planning. Proposed changes, if any, will be considered in consultation with the community.


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QUESTION: Budget Estimates

Question:

On 21 September, Ms Cate Faehrmann MLC asked:

Casino to Murwillumbah Line

31. Does the NSW Government have any plans to reopen the Casino to Murwillumbah rail line?
- If not why not?
 - Would the State Government consider handing over management of this line to a rail heritage society to manage reinstatement/operation of the line with the state government providing the funding?

Answer:

31. a. – b.

The NSW Government has no plans to reinstate passenger train services on the Casino Murwillumbah line.

I am advised that a Cross Border Transport Taskforce comprising the Directors General of the then NSW Ministry of Transport (now Transport NSW) and the Queensland Department of Transport was established to advise the two Governments on long-term transport strategies for the region.

The final Report of the Cross Border Transport Taskforce was released in April 2009, and found that residents' greatest need is for intra-regional connectivity and local transport, and that the population densities and the growth in the region will not be sufficient to support the operation of a sustainable, heavy rail transport service.

The Report concluded that the most flexible, responsive and sustainable mode for delivery of the required public transport services for the low to medium population density typical of the region is by bus.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

32. What was the total cost for stationary and website changes when the "Ministry of Transport" was changed to "Transport and Infrastructure" and then "Transport NSW"?

Answer:

I am advised:

32. Transport NSW has been created within the resources available to each of the Agencies making up the new Department.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

33. What is the total fare box revenue for travel on New Year's Eve for STA buses, private buses, trains and ferries?

Answer:

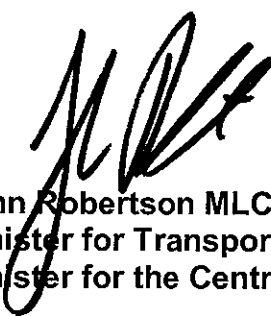
I am advised:

33. State Transit has taken the relevant period "for travel on New Year's Eve" to cover the period from 3.00pm on 31 December 2009 to 9.30am on 1 January 2010. The total revenue raised from State Transit fares in this period was \$412,163.

Fare box revenue for private buses is recorded on a monthly basis, and a figure cannot be provided for an individual day/s such as New Year's Eve and New Years Day.

CityRail Net Revenue between 3.00pm on 31 December 2009 to 9.30am on 1 January 2010 was approximately \$1.35 million. To support the safe and efficient transport after the New Year celebrations, CityRail had special New Years Eve Ticketing arrangements for return tickets and extended validity until noon on New Years Day. This arrangement eliminates the requirement for CityRail customers to purchase a ticket to return home.

Sydney Ferries sales revenue from 3.00pm on 31 December 2009 to 9.30am on 1 January 2010 was \$80,877. However, Sydney Ferries patronage peaks differ from other modes of public transport on New Years Eve and for the period 9.00am on 31 December 2009 to 9.30am 1 January 2010, sale revenue was \$205,189.


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QUESTION: Budget Estimates

Question:


On 21 September, the Hon Matthew Mason-Cox asked:

34. Has the NSW Government made a submission to Infrastructure Australia for funding for the North West Rail Link?
- a. If so, what does the submission ask for and when was it submitted?

Answer:

I am advised:

34. The NSW Government's August 2010 submission to Infrastructure Australia is now available on the Transport NSW website.



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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

35. What requirements does Transport NSW place on service outlets selling prepay bus tickets?
- a. Does this include accessibility into the shop?
 - b. If not, what strategies are in place to address this issue?

Answer:

I am advised:

35. a. – b.

Ticket resellers who wish to sell bus tickets are required to sign a Ticket Reseller's Agreement with State Transit. State Transit's overall strategy has been to sign up as many ticket resellers as possible to cater for the expansion of the PrePay program across the bus network. This will naturally increase the number of 'accessible' ticket outlets for bus users.

There are 189 Australia Post shops in Sydney, Newcastle and Wollongong selling bus tickets which either have wheelchair-access or have arrangements in place to enable people with a disability to shop. Most of the 7-Eleven convenience shops in metropolitan Sydney are also wheelchair accessible. Ticket resellers within major shopping centres are all wheelchair accessible. All of the State Transit TransitShops are also accessible.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

36. When will easy access work at Martin Place train station be completed?

Answer:

36. I am advised that the Easy Access Upgrade at Martin Place station is schedule for completion in mid 2011.



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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

37. Do you have a maintenance program for the upkeep of lifts?
- a. How many times are lifts serviced per year?
 - b. When were the lifts at Central Station last serviced?

Answer:

I am advised:

37. a - b

RailCorp has a maintenance program in place for lifts which is carried out under comprehensive maintenance contracts, predominantly by two main contractors; Liftronic Pty Ltd who and Schindler Lifts Australia Pty Ltd.

All lifts are serviced monthly with a 'major' inspection at six monthly intervals.

Central Station lifts were inspected by Schindler in September 2010.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

38. In relation to the easy access scheme, which stations have been:

- a. Fully planned, funded and work has commenced within the 2009 and 2010 periods?
- b. Fully planned and funded but not yet commenced for the 2010 and 2011 periods; and
- c. Fully planned and not yet funded for future financial consideration?

Answer:

I am advised:

38.

- a. In 2009 and 2010 the following stations had works begin under the Easy Access Program:

- Burwood – began February 2009 (completed August 2010).
- Central (south-east entry) – began April 2010.
- Martin Place – began December 2009.
- St James (Stage 2) – began in May 2010.

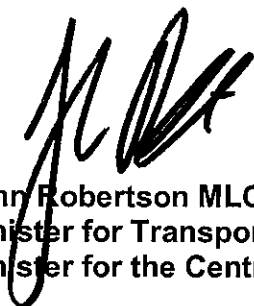
Accessibility improvements were delivered at Martin's Creek under the Easy Access Program in conjunction with platform resurfacing works. These began in October 2009, with the station becoming accessible in February 2010.

In addition to the above, works began in May 2010 on the upgrades of Newtown, Unanderra and Quakers Hill Station Upgrades under other Programs. These upgrades will result in these stations becoming accessible.

- b. In 2010 and 2011 the following stations will begin construction under the Easy Access Program:

- Picton – Site mobilisation started in August 2010, with main construction works beginning in October 2010.
- Sydenham – Concept complete, detailed design underway and construction tender awarded.
- Cardiff – Concept complete, detailed design underway.
- Windsor – Concept complete, detailed design underway.

- c. Planned for construction post 2011:
- Broadmeadow – Detailed design underway.
 - Clyde – Detailed design contract awarded for design in 2010/11.
 - Dapto – Detailed design contract awarded for design in 2010/11.
 - Edgecliff – Detailed design contract awarded for design in 2010/11.
 - Lawson – Detailed design contract awarded for design in 2010/11.
 - Marrickville – Detailed design contract awarded for design in 2010/11.
 - Museum – Detailed design contract awarded for design in 2010/11.
 - Waterfall – Detailed design contract awarded for design in 2010/11.



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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

39. In relation to the easy access scheme, which ferry wharves have been:
- a. Fully planned, funded and work has commenced within the 2009 and 2010 periods?
 - b. Fully planned and funded but not yet commenced for the 2010 and 2011 periods; and
 - c. Fully planned and not yet funded for future financial consideration?

Answer:

I am advised:

39. a. – c.

This question relates to the role of NSW Maritime and as such should be directed to the Minister for Ports and Waterways.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

40. As part of the regional bus contracts that are currently being rolled out across the state, is there a section within the contract to ensure buses are made more wheelchair accessible within a reasonable time frame?

Answer:

I am advised:

40. All contracts for the provision of bus services to the general public in rural and regional areas of NSW contain an obligation that contract holders must, at all times, comply with the *Commonwealth Disability Discrimination Act 1992* and the associated *Disability Standards for Accessible Public Transport 2002*. Dedicated school bus services are currently exempt from the requirements. This legislation establishes a timeframe for compliance such that:
- 25% of services are accessible by 2007.
 - 55% of services are accessible by 2012.
 - 80% of services are accessible by 2017.
 - 100% of services are accessible by 2021.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

41. What percentage of the total regional bus fleet is wheelchair accessible?

Answer:

I am advised:

41. Approximately 13% of the relevant, contracted rural and regional bus fleet in NSW is wheelchair accessible. Legislation requires that a percentage of bus services not a percentage of bus fleet must be wheelchair accessible.

Currently over 25% of contracted bus services in rural and regional NSW are wheelchair accessible in line with Disability Standard requirements.



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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

42. Who is responsible for the administration of the departmental budget for Transport NSW? What are their qualifications and background?

Answer:

I am advised:

42. Transport NSW is made up of a number of agencies including RailCorp, the Roads and Traffic Authority, Sydney Ferries, State Transit, the Transport Construction Authority, the Country Rail Infrastructure Authority and the Central Divisions of Transport NSW. Appropriate governance arrangements have been put in place to co-ordinate and manage the overall transport budget which is then administered by each agency. Each agency has a suitably qualified Chief Financial Officer


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Question:

On 21 September, the Hon Matthew Mason-Cox asked:

43. Why have CityRail CCTV monitoring stations been reduced from 16 to 1? Have any jobs been lost due to the cuts? How much have the changes cost?

Answer:

I am advised:

43. The monitoring of more than 8700 CCTV cameras and alarm systems is currently undertaken from 17 Group Remote Monitoring Locations and via the Security Control Centre which is located within the Rail Management Centre.

RailCorp has been working on a project to establish a modern, built for purpose, security monitoring facility to improve safety and security for the benefit of its customers and staff.

Under the proposed model, CCTV Operators will work as part of a team located in the Security Monitoring Facility and the Maitland Group Remote Monitoring Location will continue operating.

The new Security Monitoring Facility will benefit RailCorp customers and staff by:

- improving security monitoring, detection and the response to incidents;
- allowing RailCorp to more effectively and efficiently monitor security issues and train journeys which move across multiple monitoring areas; and
- introducing modern technology to make it easier for operators to assess security information and provide faster and more consistent responses.

It will also help RailCorp to keep improving its security system into the future.

RailCorp has been engaging the NSW Police Force regarding these improvements and will continue to work with them at a policy and technical level.

The establishment of the new Security Monitoring Facility is, first and foremost, about improving customer and staff safety.



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The project costs to date are approximately \$1 million.

Those staff who are currently employed in distributed monitoring locations who wish to continue their employment at RailCorp will be able to do so.



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

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

44. In relation to Home and Community Care funding from Transport NSW:
- What is the breakdown of funding for each financial year from 2000-01 to 2010-11?
 - Does the NSW Government plan to increase funding to cope with the ageing population?
 - If so, by what percentage will funding increase each year?

Answer:


I am advised:

44. a. The total recurrent and non-recurrent funding provided by Ageing Disability and Home Care, under the Home and Community Care Program for transport services administered by Transport NSW, is as follows:

2000-01	\$11.395 million.
2001-02	\$16.765 million.
2002-03	\$19.047 million.
2003-04	\$20.702 million.
2004-05	\$24.405 million.
2005-06	\$30.642 million.
2006-07	\$32.598 million.
2007-08	\$33.941 million.
2008-09	\$35.901 million.
2009-10	\$43.665 million.
2010-11	Figure not yet available.

b. – c.

These questions are more appropriately addressed to The Hon Peter Primrose the Minister for Ageing.


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Minister for Transport
Minister for the Central Coast

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

In relation to the duplication of the Richmond Line:

45. When will construction start on the duplication of the Richmond Line from Schofields to Vineyard?
46. What is the total estimated cost of the duplication of the Richmond Line from Schofields to Vineyard?
47. Does the NSW Government have plans to complete the duplication of the Richmond line, all the way to Richmond?
 - a. If so, when by?

Answer:

I am advised:

45. – 47.

The Richmond Line Duplication Project forms part of the NSW Government's Rail Clearways Program, designed to improve capacity and reliability on the CityRail network. Stage 1 of the project, which is currently under construction, will deliver an additional track between Quakers Hill and a new, relocated Schofields Station.

Stage 1 of the project is on schedule to be complete in 2011. Stage 2 will deliver the duplication of the track between Schofields Station and Vineyard, including an upgraded Riverstone Station, a new Vineyard Station, and associated track and signal works. Stage 2 has been deferred to align with growth in the North West Growth Centre.

The Transport Construction Authority has obtained planning approval for both stages of the project between Quakers Hill and Vineyard following public exhibition of the project's Environmental Assessment in 2009.

Richmond Line commuters will also benefit from the City Relief Line and Western Express initiative, which was announced as part of the Government's Metropolitan Transport Plan: Connecting the City of Cities. The Western Express initiative will reduce travel time for Richmond Line passengers by around 10 minutes for a journey to the CBD.


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

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

48. What percentages of Illawarra train services have toilet facilities on board?

Answer:

I am advised:

48. The Illawarra line is a suburban line from Cronulla/Waterfall to Bondi Junction. Toilets are not provided on suburban services.

From Sunday 10 October 2010, the following service types are provided on the South Coast line:

- Local South Coast diesel services which predominantly operate between Bomaderry (Nowra) and Kiama.
- Intercity services between the South Coast and the City.
- Local shuttle services between Port Kembla and Wollongong/Thirroul.

All local diesel services which predominantly operate between Bomaderry (Nowra) and Kiama are timetabled to operate with Endeavour diesel trains which have toilet facilities.

All weekday intercity services between the South Coast and the City are timetabled to operate with trains which have toilets with the exception of 4 services which are timetabled to operate as Tangara trains (without toilets). This represents 3 per cent of the South Coast intercity services without toilets.

These 4 services provide a local service between Thirroul/Wollongong and Helensburgh and enable connections between these services and fast South Coast Intercity services with toilet facilities.

Local shuttle weekday services between Port Kembla and Wollongong/Thirroul operate a maximum distance of 20 kilometres which is considered a similar distance as a suburban service. As such it is not necessary to provide toilet facilities on these services. A toilet facility is available for customers at Port Kembla Station on a 24 hour/7 days per week basis.



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Under the new timetable effective Sunday 10 October 2010, all weekend South Coast services (local and intercity) will be timetabled to operate with trains which have toilets.


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Minister for Transport
Minister for the Central Coast

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

49. Why did the NSW Government remove a dedicated security service from the South Coast Line (after 7PM) between Kiama and Bomaderry in 2005?

Answer:

I am advised:

49. Since the NSW Government established the Transit Officer Function within RailCorp in November 2002 there has been a 30 per cent decrease in the number of crimes against a person on rail premises.

Transit officers conduct regular intelligence-based security patrols across the CityRail network, including on the South Coast Line. Transit officers work in partnership with the NSW Police Force to deal with crime and anti-social behaviour.

From 15 October Guardian services will also commence operation on the CityRail network, including on the South Coast Line. These Guardian services will operate on Friday and Saturday nights and involve additional onboard Transit Officers who will work closely with train crew and station staff to provide a reassuring, highly visible presence for commuters.


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The Hon John Robertson MLC
Minister for Transport
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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:


In relation to the Wollongong free green bus service:

50. What is the annual cost of the service?
51. Please provide a breakdown of commuter numbers on an annual basis since the introduction of the service.
52. Is the NSW Government committed to meeting the ongoing cost of the service?

Answer:

I am advised:

50. The annual cost to operate the free Gong Shuttle bus service is approximately \$1.6 million. Variation to expenditure may occur with the approval of increased service frequencies to support community and other local events.
51. The following number of passengers have used the Gong Shuttle bus services since its commencement on 18 March 2009:
 - 2009 1,699,194
 - 2010 2,105,130 (to 16 September 2010)
52. The Government is currently committed to meeting the ongoing cost of the Gong Shuttle bus service.


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

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

53. Will the NSW Government deliver digital platform located train timetabling screens for St Marys Station?
- a. Is so, when will they be delivered and at what total cost?

Answer:

I am advised:

53. The rollout of electronic passenger information at St Marys Station is included in the Passenger Information Improvement Program for the 2011/2012 financial year at an estimated cost of \$750,000.


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The Hon John Robertson MLC
Minister for Transport
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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

In relation to CityRail services on the Cronulla line:

54. Please provide a breakdown of average passenger numbers for the financial years 2003-04 to 2010-11;
55. What was the cleaning budget for carriages on the Cronulla line from 2003-04 to 2010-11;
56. What was the maintenance budget for carriages on the Cronulla line from 2003-04 to 2010-11;
57. What capital works are planned for stations on the Cronulla line this financial year?
 - a. Please provide a breakdown of total estimated cost and expenditure this financial year for each station?

Answer:

I am advised:

54. Weekday Station Entries and Exits between Cronulla to Kirrawee were:

2004	12,360
2005	11,780
2006	11,310
2007	12,690
2008	13,110
2009	13,070

Data is compiled on a calendar year basis only.

55. There are dedicated train carriage cleaners at Cronulla to clean trains stabled overnight. The cleaning budget for Cronulla consists predominantly of labour costs for these train carriage cleaners. The annual budget for the period 2006/07-2010/11 was approximately \$300,000 per annum. For the period 2003/04-2005/06, budgets are not available.



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56. RailCorp does not capture carriage maintenance costs by line.
57. Commuters in the Sutherland Shire are enjoying the benefits of modern, safer, and more accessible station facilities, and improved and more reliable train services following the opening of the Cronulla Line Upgrading and Duplication Project in April 2010.

The project, part of the NSW Government's Rail Clearways Program, included 6.6 kilometres of new track; easy access upgrades of Kirrawee and Woolooware Stations including new lifts, new platforms, seating, new concourse areas, landscaping, new PA systems, CCTV and lighting; platform extensions at Sutherland Station; and major work at Cronulla Station to extend and resurface a section of the platform, upgrade the station's entrance, extend the pedestrian underpass and reconfigure train stabling facilities.

In addition to the recently completed station upgrades on the Cronulla Line, as part of the 2010/11 State Budget, the Government announced that \$52 million would be spent on a number of rail infrastructure improvement projects across the network. As part of this, \$6.2 million has been allocated to the upgrading of Sutherland Station bus/rail Interchange to improve station access, make it more convenient to use different transport modes and to cater for current and future bus services. Facilities for kiss and ride, taxis and bicycles will be accommodated within the new interchange.

Stakeholder consultation and design development for the Sutherland Station interchange upgrade is underway with the project anticipated to go on public display in the coming months.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

58. When will all 626 carriages be delivered? How many new rail carriages will be allocated to the Western line and when?

Answer:

I am advised:

58. The Reliance Rail Consortia have committed to delivering all 78 trains by the end of 2013.

Waratah trains will initially be allocated to the Airport and East Hills, the Inner West and South, Bankstown, Northern, Western and North Shore lines.

The exact number of Waratah trains to be allocated to the Western line will be determined based on operational requirements.



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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

59. How many half tickets were sold to commuters who catch the train with a bike in 2008, 2009 and 2010?
- a. What is the total income from those half fares?

Answer:

I am advised:

59. There is no "bike" ticket for people wishing to use take their bikes on trains. Bikes are permitted on trains free of charge, except if any part of the journey is made on peak services between 6.00am and 9.00am or 3.30pm and 7.30pm on weekdays.

People wishing to take bikes on trains during peak time services are required to purchase a child ticket for the bike as well as their own ticket.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

60. How many contractors does RailCorp employ?
- a. What is the weekly cost of those contractors?
 - b. What is the average time of engagement of a contractor?

Answer:

I am advised:

60. a. – b.

As at 30 June 2010, RailCorp had 589 white collar or professional services contractors filling vacant staff positions or project assignments. The total does not include short term blue collar supplementary labour such as labourers, electricians and construction workers.

The total costs for the year was approximately \$110 million; calculated weekly cost of \$2.1 million.

The average time of engagement of the contractors is eleven months.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

61. What is the total cost of graffiti on the CityRail and Countrylink networks, including trains, stations, platforms and other rail property?

Answer:

I am advised:

61. The total cost of removal and repair of malicious damage, including graffiti on RailCorp premises (which includes trains and stations) was approximately \$55 million in the 2009/10 financial year.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

62. In relation to RailCorp's \$710,840 maintenance budget, which includes corrective maintenance and emergency work, how is corrective maintenance and emergency work costed?

Answer:

I am advised:

62. RailCorp's Annual Maintenance Program is worth over \$1 billion in 2010/11. This includes capitalised maintenance which comprises routine maintenance (routine inspections and servicing) and major periodic maintenance. Corrective maintenance and emergency work is one component of routine maintenance.

Corrective maintenance costs cover all types of repair works for example glass window replacements, brake adjustments, fixing broken seats, overhead wiring adjustment, minor sleeper repairs, points adjustment, track circuit repairs, corridor fencing and retaining wall repairs. Emergency work covers vandalism, accidental damage and emergency repairs.

Actual costs for both corrective maintenance and emergency work represent the cost of labour, materials and other services involved in undertaking the work.

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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

63. Are there plans for a pedestrian ramp at St Mary's train station? If so, when will it be delivered and at what total cost?

Answer:

I am advised:

63. St Marys Station is already wheelchair accessible with lifts. Two lifts at St Marys (Lifts 3 and 4), will be upgraded in 2010/11.

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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

64. How is the Rail Heritage Portfolio collaborating with other Heritage Offices and Departments within government?

Answer:

I am advised:

64. RailCorp has one of the largest documented portfolios of heritage assets across NSW Government agencies. The Office of Rail Heritage maintains strong working relationships with various Government departments and agencies and in particular the Heritage Branch of the Department of Planning.

The Office of Rail Heritage has recently worked with:

- the Roads and Traffic Authority on a revision of the Sydney Harbour Bridge Conservation Plan and the conservation of heritage timber bridges;
- Sydney Water on appropriate conservation strategies for the heritage-listed elevated rail track in the West Ryde Water Pumping Station;
- the Redfern Waterloo Authority to develop interpretive displays;
- the Powerhouse Museum negotiating the possible exchange of museum items; and
- the Country Rail Infrastructure Authority managing historic rail station locations where both RailCorp and the Country Rail Infrastructure Authority have management responsibilities.

The Office of Rail Heritage also cooperates with the Historic Houses Trust to make available otherwise closed sites for Open Sydney tours and with Tourism NSW to support regional tourism.

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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

65. What is the total cost of the removal of graffiti on Sydney Ferries vessels, wharves and other property?

Answer:

I am advised:

65. For the 2009/10 financial year, the total cost of graffiti removal from Sydney Ferries vessels was approximately \$5000. The removal of graffiti from wharves and other associated property is a matter for NSW Maritime and this question should be directed to the Minister for Ports and Waterways.


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The Hon John Robertson MLC

Minister for Transport

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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

In relation to Sydney Ferry services to the Inner West:

66. How does the Government plan to encourage patronage of Sydney Ferries by commuters from the Inner West?
67. How do such plans fit with the new ferry timetable, scheduled for introduction next month, given that it: cuts all services to Birkenhead; reduces evening peak services for Chiswick and Drummoyne wharves; and reduces evening peak services departing from Circular Quay to the Inner West?
68. How many contractors do Sydney Ferries employ?
 - a. What is the weekly cost of those contractors?
 - b. What is the average time of engagement of a contractor

Answer:

I am advised:

66. The NSW Government continues to encourage inner west commuter to use Sydney Ferry services through the provision of increased AM peak services from the lower river to the CBD, increased frequency and reliability of services to the Darling Harbour precinct for commuters and leisure travellers making this route a more efficient transport link between North Sydney, Balmain East, Western CBD and Pyrmont and additional evening services on the River to assist journeys home after an evening in the city.
67. Evening services to Chiswick and Drummoyne have increased under the new timetable effective 10 October 2010 with additional late night services. Birkenhead passenger load data shows an average of 3 passengers per service – this level is not a sustainable proposition with bus services within 150 meters on Victoria Road at Drummoyne.
68. a. – b.

For the week ending 24 September 2010, Sydney Ferries employed 29.6 full time equivalent contractors (based on a 40 hour week), with a cost of \$79,619. The average time of engagement of a contractor is eleven months based on current contractors with Sydney Ferries.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

69. Why would you send Drummoyne bus services (specifically L39/439 service) along Parramatta Road from Victoria Road, pushing out travel times up to 15 minutes one way, when you are spending \$175 million on a dedicated Inner West Busway along Victoria Road?

Answer:

I am advised:

69. The L39 provides a service for more people than the previous L03, which it replaced in March 2010. Route 439 and L39 do not operate via Drummoyne. They operate between Mortlake, Concord and the Sydney CBD via Five Dock, Leichhardt and Parramatta Road. These services provide frequent and direct links to Royal Prince Alfred Hospital, Sydney University and the University of Technology.

Frequent services already operate between Drummoyne and the City along Victoria Road, with additional services recently introduced on new Metrobus M52 between Parramatta and the City via Ryde and Drummoyne serving the Victoria Road corridor.


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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

70. What is the total cost of graffiti on Sydney buses, bus stops and other STA property?

Answer:

I am advised:

70. The cost of graffiti removal from buses and other State Transit property is a component cost in State Transit's overall cleaning and maintenance costs for its fleet and depots. State Transit does not separately cost this component.

State Transit is not responsible for bus stop infrastructure and therefore does not hold information with regard to any incidents involving graffiti on bus stops.



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The Hon John Robertson MLC
Minister for Transport
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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

In relation to the \$598,834,000 allocated for Metropolitan Bus Services for 2010-11

71. What is the total allocation for bus services in Mulgoa electorate?
72. How many additional services will this bring into the electorate?
73. What express bus services from St Clair and St Marys into Penrith will be provided through this funding?
74. How many additional services will be provided in the rural areas of Mulgoa?
75. How many of the 200 New Buses for Metropolitan Transport Plan will be allocated to the bus routes in the Mulgoa electorate?

Answer:

I am advised:

71. Transport NSW does not allocate funding by electorates. Area 1 Management Company and Area 3 Management Company are the Metropolitan Bus System Contract holders that operate bus services within the Mulgoa electorate.
72. As patronage grows on services in the area, improvements to these services will be considered at the appropriate time. Fifty additional buses were delivered in Region 1 and Region 3 contract areas in 2009/10 as part of the 300 growth bus and integrated network programmes.
73. Frequent, direct bus services operate between St Clair, St Marys and Penrith on routes 775 and 776 seven days a week. These services provide direct access to CityRail services and local retail and community facilities at St Marys, educational facilities at the UWS Kingswood campus, as well as health facilities at Nepean Hospital. As patronage grows on these services, improvements to these services, which may include express services, will be considered at the appropriate time.
74. No additional services are proposed at this time serving the rural areas of Mulgoa. As patronage grows on services in the area, improvements to services will be considered at the appropriate time.

75. See 71 and 72.



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Minister for Transport
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QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

In relation to the new car park at Wollongong Train Station:

76. Was the car park intended as a commuter car park or to service the Wollongong CBD?
77. Have any studies been conducted into the number of commuters that use the car park versus the number of people accessing the CBD? If so, please provide a breakdown of car park usage types.

Answer:

I am advised:

76 – 77

The Wollongong Commuter Car Park has been built for commuters. The car park will provide 274 car parking spaces including 10 spaces that are compliant with *Disability Discrimination Act*.


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

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

78. Does the NSW Government have any plans to pay for the Parramatta free shuttle bus service? If so, when will the NSW Government start contributing to the service and how much?

Answer:

I am advised:

78. It is not proposed at this time that the NSW Government contribute funds for the Parramatta free shuttle bus service.


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Minister for the Central Coast 12/10/10



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

QUESTION: Budget Estimates

Question:

On 21 September, the Hon Matthew Mason-Cox asked:

79. How many contractors do Sydney Buses (STA) employ? What is the weekly cost of those contractors? What is the average time of engagement of a contractor?

Answer:

I am advised:

79. At the end of the last financial year on 30 June 2010, there were 18 contractors working at State Transit. Contractors working at State Transit are engaged through a contract with a recruitment agency. As at 30 June 2010, the weekly cost of all the contractors was \$26,330, and the average time of engagement of each contractor was 48 weeks.


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