

Responses to supplementary questions:

1. Can you clarify the discounts available to airport workers using the two airport stations?

Response:

Airport Link offers weekly station usage fee tickets at a discounted price for airport workers travelling to work by train. This is priced at \$21. The weekly station usage fee product allows unlimited trips to or from the airport stations within the week. This compares to an adult single station usage fee ticket price of \$12.60 or \$25.20 for a same-day return ticket.

Similar discounted station usage fee tickets are available in monthly, quarterly and yearly variants:

| | 2013 | 2014 |
|---|-------------|-------------|
| • Monthly station usage fee ticket (28 days): | \$80 | \$84 |
| • Quarterly station usage fee ticket (90 days): | \$257 | \$270 |
| • Yearly station usage fee ticket (365 days): | \$1,040 | \$1,092 |

2. The contract with Airport Link Company finishes in 2030. Can you clarify the station access fee when the contract expires?

Response:

At the end of the Airport Link concession period in May 2030, control and ownership of the four stations reverts back to the NSW Government. The rights of the Airport Link Company under the contract will cease, including its right to determine station access fees.

It is then a matter of policy for the government of the day to determine the level and nature of any access fees payable.

3. What would be the impact if government was to buy back the four stations on current agreements/contracts by way of compensation?

Response:

The Government can only buy back the four stations with the agreement of the operator, Airport Link Company. The cost would be subject to commercial negotiation.

4. Given the administration of Airport Link under the NSW Government cost recovery plan what out years will the project be cost neutral?

Response:

Revenue received by RailCorp over the full length of the Airport Link contract was expected to help recover the Government's investment in the tunnels, track and related infrastructure.

Cost recovery will be achieved through:

- share of net revenue generated by station access fees under a revenue sharing mechanism in the Airport link contract
- train fare revenue from patronage of the four Airport Link stations

The amount received will depend on patronage, station access fees and fares over the term of the concession.

5. Given that Infrastructure NSW, the Productivity Commission and the Joint Study into aviation all recommend a reduction and/or removal of the station access fee as a way to alleviate surface road congestion around the airport, why does Transport for NSW not accept these recommendations?

Response:

The NSW Government has published strategic planning documents which outline the State's infrastructure investment priorities over the short, medium and long term.

The State Infrastructure Strategy, the NSW Long Term Transport Master Plan and Draft Metropolitan Strategy for Sydney identify a number of priority projects that relate to transport access and productivity in the Sydney Airport and Port Botany precinct.

Projects include implementing the WestConnex Enabling Works, increasing train services and investigating potential additional bus services to the airport are being progressed.

6. The Joint Study into Aviation Capacity in the Sydney Region estimated that removal of the access fee could delay the capacity issues on the roads serving the airport by between one and four years. Can you indicate where these figures have been included in any modelling or decisions in relation to road works around the airport?

Response:

Traffic modeling undertaken by Roads and Maritime considers road capacity issues, including network capacity, forecast growth and priorities on the transport network.

A reduction in the Station Access Fee has not been included in the modeling explicitly; however, an assumed increased mode share to public transport includes allowance for such changes.

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7. Can you please provide the committee with the modelling that shows that the removal of the station access fee will only remove 3000 cars a day from the roads surrounding the airport?

Response:

This analysis was part of the *Joint Study On Aviation Capacity in the Sydney Region*. The analysis at that time indicated that the “100% removal of the SAF [station access fee] is estimated to result in a mode shift of approximately 3,350 trips per day in 2011 onto the Airport Rail Link” (p viii). It would be reasonable to assume that with a vehicle occupancy of 1.1 (the average number of people per vehicle), this amounts to around 3,000 cars.

The report is available at the Commonwealth Department of Infrastructure and Regional Development website.

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8. Has consideration been given to building a new railway line at Doody St within the Southern Industrial Area?

Response:

No.

9. Can you please provide the committee with information on the current service capacity of the airport line at the two airport stations? In particular ,what the current service capacity measurements are in relation to:

- a) The pre morning peak – pre 6 am?
- b) The morning peak – 6 – 10 am?
- c) The morning peak – 7 – 9 am?
- d) Post morning peak – 10 am – 3 pm?
- e) Afternoon peak – 3 pm – 7 pm?
- f) Post evening peak – 7 pm – 1 am?

Response:

Service capacity for the specified time periods are shown in the table below.

| Time Period | To CBD | From CBD |
|--------------------|---------------|-----------------|
| a) Pre 6am | 3,550 | 7,190 |
| b) 6 - 10am | 30,524 | 30,496 |
| c) 7 - 9am | 16,152 | 15,230 |
| d) 10am - 3pm | 35,852 | 35,862 |
| e) 3pm - 7pm | 28,662 | 28,652 |
| f) 7pm - 1am | 28,690 | 25,114 |

Source: October 2013 Standard Working Timetable, TfNSW

10. Is there any modelling that has been done by Transport for NSW of the impact of measures to get more freight on rail and the impact of road congestion on the roads surrounding the airport and Port Botany precinct? If so, could you please provide this to the committee?

Response:

Yes. The impact on road congestion is relatively small as truck movements occur across a 24 hour period.

11. Are you aware of concerns about the signage being tested as part of the wayfinding project and its impact on tourists and migrants for whom English is not their first language? What is being done to address these concerns?

Response:

Signage has been subject to formal customer testing. The testing demonstrates there is no impediment to tourists and migrants using the system.

12. Best practice in relation to airport travel by public transport is considered to be 40% of trips taken by public transport. Is there any target within Transport for NSW planning that is seeking to reach this best practice benchmark? If not, would Transport for NSW consider this?

Response:

Transport for NSW is undertaking a number of actions, as outlined in the NSW Long Term Transport Master Plan, to support the task of transporting people to and from the airport. This includes passenger rail, bus and road improvements.

13. Will Transport for NSW consider combining real time traffic information and rail information in the CBD and at the airport to provide signage about the estimated travel time both to and from the airport? Could this be considered as part of the wayfinding program?

Response:

While there is no active project underway Transport for NSW is open to considering Real Time initiatives that support and improve the customer's experience of the transport system where value for money can also be delivered.

Recent projects, such as the Real Time App, involve the distribution of data to third party providers, thereby harnessing innovation in the private sector and broader development community.

14. Has the government undertaken travel demand studies to determine:

- a) the modal split between people driving taking taxis, and using public transport to travel to Sydney Airport?
- b) the origin of the trips?
- c) the elasticity in motoring demand from passengers and workers?
- d) if yes, could a copy of these studies be provided to the Committee?
- e) if not, why not?

Response:

- a) Yes.
 - b) Yes.
 - c) Booz&co undertook modelling for SACL in 2010. This report discusses the elasticities used for assessing the impact of removing the station access fee on travel demand.
 - d) The Booz&co report 'Impact of Fare Reform on the Sydney Airport Rail Link' is available on the Productivity Commission website.
 - e) NA.
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15. The barrier statistics published by Bureau of Transport Services (BTS) are only “snapshots” of a “typical weekday” and do not provide an annual count of Airport Line station actual usage, entries and exits being the basis of the station access fee. BTS official patronage statistics are for journeys, which under-report entries and exits. Are there any actual annual statistics for entries/exits at the 4 Airport Line stations?

Response:

Passenger gate entries and exits at the 4 Airport Line stations for the calendar year of 2012 are shown in the table below.

| Station | Entries | Exits | Total |
|-----------------------|------------------|------------------|-------------------|
| International Airport | 947,032 | 939,389 | 1,886,421 |
| Domestic Airport | 1,955,780 | 1,694,411 | 3,650,191 |
| Mascot | 1,474,798 | 1,448,761 | 2,923,559 |
| Green Square | 1,094,660 | 1,059,023 | 2,153,683 |
| Total | 5,472,270 | 5,141,584 | 10,613,854 |

Source: Ticketing Reporting System, Transport for NSW

Data is based on ticket validations at gates and excludes those passengers that entered/exited the station without validating their ticket.

16. The BTS barrier statistics show exactly the same number of people entering a station as exiting in a 24 hour period. Why? Surely the airport stations would not exhibit this characteristic?

Response:

The barrier counts provide estimates for passenger flows in and out of stations by various time periods during a typical weekday. Depending on whether the station is gated or not, it is derived from a combination of field worker counts, gate validations and ticketing data. It is not designed to show the exact number of station entries and exits in a 24 hour period, as this can vary from day to day.

Although the same people may not enter and exit on the same day at the airport stations, there is still a reasonable balance of people going in and out of the stations throughout the day.

17. What is the breakdown of fare types (single, return, weekly, adult, concession, etc) on the Airport Line?

Response:

The breakdown of ticket types for the most recent month (November 2013) was:

- Adult 80% / Concession 20%
- 75% of ticket sales are Adult Singles (including Airport Transfer tickets)
- 16% of ticket sales are Concession Singles
- 5% of ticket sales are Returns (including pensioner excursion)
- 4% of ticket sales are Periodicals (7, 14, 28, 90 or 365 day)

18. Based on the contractual Revenue Sharing Threshold, provide a model of the costs and revenues associated with subsidising differing levels of Station Access Fee reduction, including 100% under scenarios of 25%, 50%, 75% and 100% increase in usage of the Airport Stations.

Response:

The relevant information is contained on pages 42 and 44 of section C2 of the Joint Study on aviation capacity in the Sydney region Volume 3 Technical Papers report, which is available on the Commonwealth Department of Infrastructure and Regional Development website.

19. In her evidence to the Committee, Ms McNally noted that “We are currently doing investigations around the technical works, things such as biolife safety upgrades that will be needed in the tunnel”. Could Ms McNally please expand on this, including explaining what biolife safety upgrades are?

Response:

The question is based on the uncorrected proof of the Report of Proceedings on 2 December 2013. Transport for NSW’s request for “biolife” to be corrected to “fire and life” has now been accepted.

Increasing the number of trains in the Airport Line tunnel beyond 12 trains per hour has implications for Fire and Life Safety and tunnel ventilation and subsequently to the signalling system. Upgrades may be required to maintain ventilation, limit temperatures and manage smoke in emergencies.

Additional trains and ventilation could also require upgrades to the power supply.

20. In her evidence to the Committee, Ms McNally noted that “It is considerable. If someone were doing ten trips a week, just the station access fee would be more than \$100. People can get a weekly pass for just a few dollars”. Could Ms McNally please expand on this, including details of the benefit and subsidy that workers receive?

Response:

Please note this evidence was provided by Mr Reardon, not Ms McNally.

In 2013, an adult buying station access tickets for 10 trips in a week would pay \$123.00 on top of the price of their single or return train tickets. A weekly gate pass is \$20. Buying a weekly gate pass represents a saving of \$103 a week.

21. Would you support the proposal that the NSW Government should buyback the privately owned stations on the Airport Line? Why/why not?

Response:

There are no plans to purchase the stations from Airport Link.

The Government can only buy back the four stations with the agreement of the operator, Airport Link Company.

The cost would be subject to commercial negotiation.

Revenue from the revenue sharing agreement, which has been included in the forward estimates, would also be foregone.

22. In presenting her evidence Ms McNally indicated that removal of station access fee “would be around about a \$600 million impact to the budget in terms” over a 30 year period starting from 2011. Has the cost of buying back the four airport link stations been estimated? If so, what is it?

Response:

The cost would be subject to commercial negotiation.

23. Would you be able to provide a copy of the restated station agreement, in order for the Committee to ascertain revenue sharing arrangements and what provisions there are for terminating the contract in whole or in part?

Response:

A contract summary of the Restated Stations Agreement (2005) has been made publicly available by NSW Treasury on the NSW Treasury website.

24. Is retaining the cashback scheme for M5 rewarding driving and penalising transport users of the Airport stations? If the government cancelled cashback what level of annual funding would be available for station buyback?

Response:

The M5 Cashback scheme is a current Government policy. Cashback expenditure is available in the Roads and Maritime 2012-13 Annual Report.

25. What effect will the removal of station access fees have on utilisation and capacity on the Airport line? Will additional services be required to meet increased demand?

Response:

The removal of the station access fee would have an initial impact of increasing patronage at the two Airport stations by up to 30%. Current services are sufficient to meet this demand.

26. Are there plans to meet this increased demand beyond the 2013 increase from 8 to 10 in peak and 6 to 8 in off peak hours. If so, what frequency, what cost, and what frequency upgrades are necessary?

Response:

Transport for NSW regularly reviews demand patterns and demand forecasts to inform the development of future timetables. Future plans for the airport line are outlined in the Sydney's Rail Future document released by the government in June 2012.

27. What is the current load factor on peak hour trains that stop at the Airport stations?

Response:

The average passenger load factor on Airport Line trains in the morning peak hour, arriving Central 8am to 9am, is 95%.

28. Could you please clarify where the revenue received by the government from the station access fee is spent?

Response:

Revenue received by RailCorp under the Airport Link contract is retained by RailCorp.

This source of funds is applied toward the operating costs of the rail entities, including enhancements to customer service, stations, fleet, and cleaning.

Responses to questions taken on notice by transport cluster witnesses at the 2 December 2013 hearing:

29.

The Hon. MICK VEITCH: Have you met with the operators of the stations to look at increasing patronage?

Ms McNALLY: I have not personally, no, but I have heard—

The Hon. MICK VEITCH: Has there been any conversation with anyone from the department?

Ms McNALLY: That work would have happened through our transport services division, of which I am responsible.

The Hon. MICK VEITCH: How far back did that occur?

Ms McNALLY: I could take that on notice.

Response:

The question is based on the uncorrected proof of the Report of Proceedings on 2 December 2013. Transport for NSW's request for the word "not" to be inserted before the word "responsible" in Ms McNally's second comment above, has now been accepted.

Sydney Trains manages the relationship with the Airport Link Company on behalf of RailCorp. One aspect of this role is to collaborate with the operators of the Airport line to support patronage growth and high quality customer outcomes.

Sydney Trains representatives review and discuss patronage regularly with the Airport Link Company. Airport Link submits its Marketing and Growth Plan for discussion, including approval of its marketing budget by RailCorp. In recent years RailCorp has supported increased marketing budgets for Airport Link.

Other initiatives to support growth at Airport line stations have included:

- Enhanced timetables and upgraded rollingstock for Airport line
 - Installation of additional ticket windows and vending machines
 - Upgrade of EFTPOS facilities
 - Availability of Airport Transfer products in the ticketing system
 - Roll out of Opal card technology
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30.

The Hon. PENNY SHARPE: Would you be prepared to provide the Committee with a copy of that modelling?

Ms McNALLY: A copy of the document which that is in is already up on the website. I am happy to provide a copy of that. It is one of the technical documents that were provided for the joint aviation study that we provided.

The Hon. PENNY SHARPE: Yes, I am familiar with those. Can I ask you briefly about buses? Everyone is familiar with the fact that there is one bus and I think there are now two new buses that are going vaguely near the airport. Can you confirm to me what the changes in the airport for 357 and 418 services have meant in terms of bus access to the airport?

Ms McNALLY: I would probably have to take that on notice to provide any significant detail.

Mr REARDON: Just to clarify: You are asking about timetable changes within the last month?

The Hon. PENNY SHARPE: Most recently. In your submission at page 4 you talk about additional bus services to the airport precinct. Everyone who is familiar with 400 knows that it does not go anywhere near the city and takes about an hour and a half to get from Burwood to Bondi Junction. It is the only direct route to the airport. In your submission you talk about the 410 bus which stops on Qantas Drive near the Jet Base.

Ms McNALLY: I might have to take that on notice.

Response:

A new east-west bus route started between Burwood and Bondi Junction via Mascot, Sydenham and Ashfield as part of the public transport timetable improvements implemented in October 2013. This new route 418 was created by linking and slightly re-routing the previous 357 and 418 services.

This new service provides a connection to the airport precinct, including access to the Airport Rail Line at Mascot, and to adjacent bus stops within walking distance of the Domestic Terminal and nearby workplaces.

The NSW Government has released Sydney's Bus Future, the long term plan to redesign the city's bus network to meet customer needs now and into the future.

Sydney's Bus Future outlines a three-tiered network with each level delivering a defined level of service. The plan identifies improvements to bus routes operating directly to the airport including:

- a new 'Suburban' bus route connecting Bondi Junction to Miranda via the airport and Eastgardens. This route will directly access the Domestic and International terminals.

- a new 'Suburban' bus route connecting Chatswood to the Domestic Terminal via Sydney CBD and Botany Road. This route will encompass the southern section of the existing M20 Metrobus route.
- improvements to the existing route 400, which is identified as a 'Suburban' route in Sydney's Bus Future and will benefit from service level improvements in line with this classification.

Additional opportunities for improving bus services to the airport will be investigated as part of the next stage of planning, building on the 'Rapid' and 'Suburban' routes identified in Sydney's Bus Future.

31.

The Hon. PENNY SHARPE: I accept that there is a need for better bus lay-over and turnaround. We are clearly getting buses in again, but do you think the M20 should be the priority in terms of bus access to the airport?

Ms McNALLY: We can take that question on notice.

Response:

The NSW Government has released Sydney's Bus Future, the long term plan to redesign the city's bus network to meet customer needs now and into the future.

The plan identifies improved bus access to Sydney Airport, including:

- extending the southern section of the existing M20 Metrobus route (Sydney CBD to Botany shops) to the Airport through the introduction of a new 'Suburban' bus route connecting Chatswood to the Domestic Terminal via Sydney CBD and Botany Road.
- a new 'Suburban' bus route will be created connecting Lane Cove to Eastgardens via Sydney CBD, Surry Hills and Botany Road, incorporating the northern section of the existing M20 Metrobus route (Lane Cove to Sydney CBD).

Existing Metrobus customers will experience an improved level of service with new connections through the creation of these two new 'Suburban' routes.

32.

Dr MEHREEN FARUQI: Has there been any modelling of costs and revenues if we look different scenarios, such as a reduction of fees by 25 per cent, 50 per cent, 75 per cent or 100 per cent?

Ms McNALLY: It has been done. It shows typically what one would expect. The more the access fee is reduced the greater the benefit. That is a no-brainer. If it were reduced by 50 per cent it would cost an amount of money, but it would reduce the benefits overall.

Dr MEHREEN FARUQI: Can the Committee be provided with copies of those studies?

Ms McNALLY: We can take that question on notice.

Response:

The relevant information is contained in section C2 of the Joint Study on aviation capacity in the Sydney region Volume 3 Technical Papers report, which is available on the Commonwealth Department of Infrastructure and Regional Development website.

33.

The Hon. PAUL GREEN: What were the standard error rates in the modelling?

Ms McNALLY: I would have to take that on notice.

Response:

The modelling did not produce standard errors. Scenario options were used to estimate the range of outcomes.

34.

The Hon. PAUL GREEN: Is the patronage on target or is it out by a considerable amount from the initial projections?

Ms McNALLY: I will take that question on notice. I would not want to speculate. I have not specifically looked at that in recent times.

Response:

In 2012, there were 5.4 million journeys on the airport line, compared to 2.8 million in 2007 and 1.6 million in 2002.

35.

The Hon. PAUL GREEN: We have dealt with Port Botany and container movements increasing by about eight million over the next couple of decades. Was that projected in the modelling you did for Port Botany and the airport?

McNALLY: We looked at freight, but that particular figure I would have to confirm. We certainly looked at the amounts of freight, which is why some of the pinch point projects were important on the roads, particularly General Holmes Drive and other places.

Response:

Traffic modelling undertaken by Roads and Maritime assumes an increase of up to seven million containers by 2031, as forecast in the NSW Freight and Ports Strategy.

36.

The Hon. PAUL GREEN: If we are trying to get movements out of the city, to be quite fast and efficient, particularly for tourism, is there an opportunity for an initiative to have a fee in on the link but no fee out from the airport?

Ms McNALLY: That would have to be negotiated again.

The Hon. PAUL GREEN: I realise that.

Ms McNALLY: Anything could be looked at.

The Hon. PAUL GREEN: Has that—

Ms McNALLY: No, we have not looked at that.

The Hon. PAUL GREEN: Will you take that on notice?

Ms McNALLY: We will take that on notice.

Response:

Any initiative to implement a one way fee would be subject to negotiation between the NSW Government and Airport Link Company.

37.

The Hon. PENNY SHARPE: Can I just clarify on the revenue question? It is staying with Transport for NSW, all the money generated goes to Transport for NSW, not general revenue.

Mr REARDON: I will take that on notice. It is within the budget—

The Hon. PENNY SHARPE: Can you come back to us about whether—I see you can probably use that for your savings in terms of what you have to report to Treasury but whether the actual money that is generated, where that ends up, whether it is general revenue or with Transport for NSW.

Mr CRIMP: At the moment it is built into the transport forward estimates.

The Hon. PENNY SHARPE: I understand that. I will wait for you to come back with more details.

Mr SCOT MacDONALD: Are you just asking about the excess cash flow?

The Hon. PENNY SHARPE: Yes.

Response:

Revenue received by RailCorp under the Airport Link contract is retained by RailCorp.

This source of funds is applied toward the operating costs of the rail entities, including enhancements to customer service, stations, fleet, and cleaning.

38.

Mr SCOT MacDONALD: The submission from the TTF states, "In 2011 the NSW Government decided to subsidise the fee for Mascot and Green Square stations at a cost of \$80 million." Is that right? Over what time period might that be?

Ms McNALLY: We will have to take that on notice.

Response:

The \$80 million estimate is described in a Parliamentary Budget Office costing as the present value, at March 2011, of the payments for removal of the Station Usage Fee at Mascot and Green Square to 2030.

The estimate was based on expected gross escalating payments by the Government of \$4 million per year, over the remaining contract term.

39.

The Hon. PENNY SHARPE: But you did not take into account the end of the contract. Can I put to you that I think that is an outrageous way to quote the cost of that, if it is over 30 years, when the contract runs out in 16 years?

Ms McNALLY: If you like, you can.

The Hon. PENNY SHARPE: How else do you justify what would perhaps be \$320 million, if you use \$20 million a year. What is it made up of? I am happy for you to take that on notice if you want to provide us more information about that costing.

Mr REARDON: Could you clarify?

The Hon. PENNY SHARPE: First of all, I am challenging you that the \$600 million fee is completely bogus because you have not taken into account the fact that this reverts to the Government in 2030 anyway. What I am asking for is detailed costings on that \$600 million or \$20 million a year.

Ms McNALLY: What we did was look at the range of measures that I mentioned earlier, look at all the measurers over a 30-year period.

The Hon. PENNY SHARPE: Would you be able to provide that? Obviously there is a lot of detail, but would you be happy to table that for the Committee?

Ms McNALLY: I have my written notes on it, but I would be happy to—

The Hon. PENNY SHARPE: Could you take it on notice and provide it to us later?

Ms McNALLY: Yes.

Response:

The economic evaluation was conducted in 2012 and evaluated the cost of removing the station access fee at approximately \$600 million over a 30 year appraisal period. This period is consistent with the standard economic time horizon.

As the contract is only in effect to 2030, this appraisal includes the value of revenue from the station access fee for the period 1 July 2012 to 20 May 2030, and the cost of operating the airport stations during that period.

The forecast was based on a projected growth in ticket sales volume for the remaining contract term. Actual and projected growth in ticket sales has increased since that forecast and the cost estimate is likely to be \$600 million if re-estimated today, making the cost of removing the station access fee higher.

40.

The Hon. PAUL GREEN: Some of our documents contain the comment, "It's been noted that from the commencement of 2000 the airport line failed to meet its patronage forecasts." Earlier I asked about forecast expectations. Would you care to comment on that?

Ms McNALLY: I will have to take that question on notice. It might be a slight percentage difference, whether it was, like, 1.7 per cent and 1.9 per cent. I will have to take that on notice.

The Hon. PAUL GREEN: Are there no specific numbers you can give us as to your expectations of those targets per year?

Ms McNALLY: I have not got those in my head and I do not think I have those in my notes either. I am more than happy to take it on notice.

Response:

The question is based on the uncorrected proof of the Report of Proceedings on 2 December 2013. Transport for NSW's request for the word "and" to be replaced with the word "or" in Ms McNally's first comment above, has now been accepted.

There are currently no patronage targets.

41.

CHAIR: I have some questions regarding the survey, which you refer to in your submission. You said that 17 per cent of commuters use trains and buses. Do you have a breakdown of the percentage for each?

Ms McNALLY: Yes I do actually, in here somewhere.

CHAIR: I am happy for you to take it on notice.

Ms McNALLY: Yes, I can take it on notice. I do have that.

Response:

Train mode share is 15 per cent and bus is 2 per cent.

42.

The Hon. PENNY SHARPE: In the patronage modelling and given the present constraints on the line, if the station access fee were removed tomorrow are there capacity constraints regarding the numbers of people who would want to travel, particularly in peak periods? Have you any modelling that shows any of that?

Ms McNALLY: There would be an impact, but I probably will have to come back to you specifically.

Response:

Currently there is spare capacity on Airport Line trains in the peak periods. Modelling shows there would be spare capacity after the removal of the station access fee.

43.

CHAIR: In regard to the 80 per cent of workers who use their private vehicles, did the Sydney Airport Travel Survey ask whether the access fee was a deterrent to them using the train or was there another reason they chose to drive?

Ms McNALLY: I could not comment on that. I do not have the answer to that.

CHAIR: Is it something you could take on notice?

Ms McNALLY: If it is in the Sydney Airport Travel Survey, it would have been done by Sydney Airport. I am not sure exactly what questions they asked.

CHAIR: Have you not been given any access to that report?

Ms McNALLY: People in my team probably have access to that. So I can take it on notice and go back.

Response:

Transport for NSW is not aware of this question being asked.
