

**Notice Given: 15 October 2008**

**Asked by: The Hon Matthew Mason Cox MLC**

**Page number: 2, Budget Estimates transcript**

**Question:**

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

**The Hon. MATTHEW MASON-COX:** What was the amount of people that could have been carried on the north-west heavy rail link?

**Mr DAVID CAMPBELL:** I will have to take that on notice. As I said, I was not the Minister for Transport at that time. I have figures that say what the Metro might carry.

**The Hon. MATTHEW MASON-COX:** Perhaps Mr Rob Mason might be able to answer that detailed question?

**Mr DAVID CAMPBELL:** As I said, I will take it on notice. I want to make sure that the Committee gets the exact figures. Mr Mason may well be able to answer it, but I will take it on notice.

**Answer:**

I am advised:

Patronage estimates for any project are dependent on input assumptions such as land use factors, operational issues, fuel prices and the like.

The NSW Government is working in partnership with Kevin Rudd and the Federal Government to deliver improvements to rail and road to keep Sydney and New South Wales growing.

The decision to defer the North West metro project was taken given the size of capital required and the current economic climate. These are the hardest decisions we have had to make, but they have to be taken.

The Premier has put the case for investment in New South Wales to Infrastructure Australia, including a CBD Metro to allow for future metro projects to Western and North Western Sydney. The Premier's vision to ease congestion and improve public transport in NSW would see construction begin in 2010 with completion expected four to five years after that.

This is the first stage of both the North West and West Metros. This project will ease rail congestion straight away and is the first step towards a metro line for both Western and North Western Sydney.

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

**Notice Given:** 15 October 2008

**Asked by:** The Hon Jenny Gardiner MLC

**Page number:** 3, Budget Estimates Transcript

**Question:**

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

**CHAIR:** Did the Government carry out feasibility studies on the north-west heavy rail link?

**Mr DAVID CAMPBELL:** I would have to take that on notice.

**CHAIR:** You do not know?

**Mr DAVID CAMPBELL:** What I said is that I would take it on notice and get the accurate information for the Committee.

**CHAIR:** In getting that accurate information, can you provide the Committee with information about what feasibility studies were carried out and when; when was the EIS completed for that project and what were the results of it; and how much has been spent to date on feasibility studies?

**Mr DAVID CAMPBELL:** I will seek to answer those questions on notice.

**The Hon. MATTHEW MASON-COX:** Can you give us a feeling for what the cost differential is between a heavy rail line and a north-west metro line? Which one was more expensive and by what order of magnitude?

**Mr DAVID CAMPBELL:** I will give you that information.

**The Hon. MATTHEW MASON-COX:** Mr Mason, you would be familiar with the detail, would you not, in relation to the relative costs of those options?

**Mr MASON:** Not the precise detail because, as the Minister said, we need to cross-reference what the rail link was and the metro.

**The Hon. MATTHEW MASON-COX:** Would you be able to make a judgement about which one was more expensive?

**Mr MASON:** It would be incorrect for me to mislead the Committee, I think.

**The Hon. MATTHEW MASON-COX:** I put it to you that the heavy rail link was a lot more inexpensive than the North West Metro. In fact the North West Metro I think, from information put to me, is something in the order of twice or more expensive than a heavy rail link to the north-west?

**Mr DAVID CAMPBELL:** If you would like to provide us with all the detailed studies that you have—you just said you have had some information put to you—we can give the Committee some comment on that

**Answer:**

I am advised:

Between 2005 and 2007 approximately \$8 million was incurred on studies and Environmental Assessments as part of the Metropolitan Rail Expansion Program which included the North West Rail Link.

In terms of capital costs the North West Metro was estimated to be at least \$2 billion less expensive than the combination of the North West Rail Link and the CBD Rail Link. Metros are less expensive than traditional rail and will be a key component of future rail transport in Sydney commencing with the CBD metro.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Matthew Mason Cox MLC**

**Page number: 5, Budget Estimates transcript**

**Question:**

Mr Matthew Mason Cox to the Minister for Transport, Minister for the Illawarra:

**The Hon. MATTHEW MASON-COX:** It has been put to me, based on your own costings, that heavy rail to the north-west has been costed at \$8 billion while the cost of the Metro, as we know, is \$12 billion. Can you confirm that?

**Mr DAVID CAMPBELL:** As I said, if you want to give me the details of where you are getting that from and that underpin it, rather than some scrap of paper from someone in the gallery, we can assess it and give you some comment on it.

**CHAIR:** Minister, it has been commonly put in the public domain for some time that the relative cost difference between the north-west heavy rail line and the proposed North West Metro line is about \$4.2 billion. Could you take that question on notice and confirm whether that is a reasonable estimate of the difference between the two projects and provide us with the information that goes to the specific reasons for that, in addition to the one you have put to us about capacity. Were there any other reasons for the dumping of the north-west heavy rail project? That would be appreciated.

**Answer:**

I am advised:

In terms of capital costs the North West Metro was estimated to be at least \$2 billion less expensive than the combination of the North West Rail Link and the CBD Rail Link. Metros are less expensive than traditional rail and will be a key component of future rail transport in Sydney commencing with the CBD metro.

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

**Notice Given:** 15 October 2008

**Asked by:** The Hon Roy Smith MLC

**Page number:** 7, Budget Estimates transcript

**Question:**

Mr Smith to the Minister for Transport, Minister for the Illawarra:

**The Hon. ROY SMITH:** I refer to another service out my way—not the North West Metro but the South West Rail Link. I believe that the Premier previously announced that a number of parcels of land had already been purchased and that more were to be purchased this year to enable the construction of that rail corridor. How much has been purchased, how much remains to be purchased and when can we expect the commencement of construction on the corridor?

**Mr DAVID CAMPBELL:** My note does not detail how much land has been purchased and how much remains to be purchased. However, I am confident from discussions I have had that that the land-purchasing program is continuing. The Minister for Planning granted project approval for the Glenfield north flyover and for part of the Glenfield south junction. The Minister for Planning has also provided concept plan approval for the Glenfield station redevelopment and for the remainder of the South West Rail Link corridor. I am aware that the Transport Infrastructure and Development Corporation is preparing an environmental assessment for final project approval. The allocation of capital funds for a possible commencement is part of the mini-budget process.

**The Hon. ROY SMITH:** Thank you, Minister. Could you take on notice my question regarding how much land has already been purchased and how much remains to be purchased and the time frame for that?

**Mr DAVID CAMPBELL:** I will be happy to get you that detail.

**Answer:**

I am advised:

Department of Planning advises that 22 properties have already been purchased. Stage 1 of the South West Rail Link, construction of the Glenfield Station Interchange, will commence in mid 2009 following determination of the Glenfield Station Interchange Review of Environmental Factors which is currently scheduled for March 2009. However, a series of RailCorp early works designed to assist in the delivery of the Glenfield Station Interchange is scheduled for January 2009.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Lee Rhiannon MLC**

**Page number: Page 10, Budget Estimates Transcript**

**Question:**

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

**Ms LEE RHIANNON:** I refer now to CountryLink services. There is growing concern about how CountryLink services increasingly are becoming coach-based services and not rail-based services. Could you provide figures on the percentage of coach-based services compared with the number of rail-based services?

**Mr DAVID CAMPBELL:** I do not believe I have those specific percentages here, but I will take it on notice and make sure that the Committee gets that.

**Ms LEE RHIANNON:** As well as the break-up between coach and rail services, I am interested in figures on the use of CountryLink overall.

**Answer:**

I am advised:

CountryLink currently operates 144 rail services and 593 coach services per week. Since 2000 there have been relatively few changes to the CountryLink operating pattern.

Around 1.6 million passengers travel on CountryLink services every year.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Lee Rhiannon MLC**

**Page number: Page 10 (Budget Estimates transcript)**

**Question:**

Ms Lee Rhiannon to the Minister for Transport, Minister for the Illawarra:

**Ms LEE RHIANNON:** My next question is about the Port Botany expansion. I think you would be aware of the controversy about how containers will be moved and the possibility of increased congestion in the area. Do you expect the Government will meet its target of getting 40 per cent of expected freight increase onto rail?

**Mr DAVID CAMPBELL:** The target has been set and the Government will be working towards that.

**Ms LEE RHIANNON:** How will you achieve it?

**Mr DAVID CAMPBELL:** It will be achieved by getting someone to load the containers onto the trains.

**Ms LEE RHIANNON:** If only it were that easy. Are you arguing that the present rolling stock and the present arrangement is adequate to take it up to 40 per cent?

**Mr DAVID CAMPBELL:** The target is 40 per cent and there may well be investment needed to get there, but that is the target. The freight effort—running the freight trains—rests with others, not with RailCorp. But that remains the target: our effort to work with others to get there remains, and it is what we intend to do.

**Ms LEE RHIANNON:** With the third terminal, I spoke with Mr Tripodi the other day and certainly he envisages a massive increase in containers coming into the port. He sees this as an important part of the future economic growth of New South Wales. So 40 per cent is not a static figure, it is going to go up considerably. I appreciate your answer, but it seems to be quite vague about what is going to be put in to develop the rail services in that area. This development is huge.

**Mr DAVID CAMPBELL:** Part of the approvals for it has infrastructure around rail freight transport, and the aim is to meet that target.

**Ms LEE RHIANNON:** Can you take on notice the question of how you plan to meet the target? I am after detail and I appreciate that you do not have all the details immediately to hand. Perhaps someone beside you might answer it, but if you do not have the information to hand, could you provide the details of how that 40 per cent that is growing clearly in actual quantity is going to be met?

**Mr DAVID CAMPBELL:** Sure.

**Answer:**

I am advised:

As recommended in the Freight Infrastructure Advisory Board report, the Government will work towards the 40% target by:

- establishing a network of intermodal terminals throughout Sydney in addition to the existing four terminals located at Camellia, Yennora, Leightonfield and Minto;
- supporting and investing in a series of infrastructure measures to support modal shift from road to rail; and
- a series of policy measures outlined in the NSW Government response to the IPART report *Reforming Port Botany's links with inland transport* as outlined by the Minister for Ports and Waterways.

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



**Notice Given: 15 October 2008**

**Asked by: The Matthew Mason Cox MLC**

**Page numbers: 15-16 Budget Estimates transcript**

**Question:**

Mr Mason Cox to the Minister for Transport, Minister for the Illawarra:

**The Hon. MATTHEW MASON-COX:** I would say we were not celebrating, Minister, but again I want to ask a question in relation to the north-west heavy rail link. Earlier you said we should put information to you in relation to the costings for the heavy rail link into the north west because you could not provide any costings to us. I have that information and I will read it for you and then I will pass it to you. I have a briefing note from the Transport Infrastructure Development Corporation, dated 9 May 2006. It is addressed to the Hon. John Watkins, Deputy Premier and Minister for Transport from Chris Lock the chief executive officer at the time. The subject is the accelerated completion of the north-west rail link and Redfern to Chatswood rail link. It says by way of background, on 9 June 2005 the Premier of New South Wales announced that the Government would invest \$8 billion over the next 15 years to develop the metropolitan rail expansion program.

The metropolitan rail expansion program consists of three projects. Firstly, the south-west rail link. Secondly, the Redfern to Chatswood rail link and, thirdly the north-west rail link. Minister there are rail links that comprised the \$8 billion and I am informed that the petitioning between those three projects is: \$3 billion was allocated for the north-west heavy rail link; \$4 billion for the Redfern to Chatswood rail link; and \$1 billion for the south-west rail link. I misled you when I suggested it was something in order of half of the proposed costs of the North West Metro. In fact, it is a quarter of the cost of the North West Metro. I will pass the briefing note to you so you can refer to it. It is important that you are fully briefed on these matters by your own department. I ask you again in relation your case that you put this morning against the north-west heavy rail link, I put it to you that it is questionable at best Minister. You have mentioned, if I may just put that to you, the operational reasons which I have indicated are flimsy at best. The cost differential, is it not, in favour of the heavy rail link is overwhelming? Is it not a quarter of the cost Minister of the North West Metro?

**Mr DAVID CAMPBELL:** As I indicated if the Committee was able to provide this information I will come back with detailed advice around it, and I will do that. It is important to point out that this document is dated May 2006 and there would be cost escalations since then. I do have some advice from the Office of the Coordinator General that the north-west heavy rail line is approximately \$4.5 billion to \$7.5 billion. It does need, under that original heavy rail link, a second harbour crossing and that is approximately \$6 billion. So if you take the midpoint between the \$4.5 billion and the \$7.5 billion, and add it to the \$6 billion, you have about a \$12 billion project.

**The Hon. MATTHEW MASON-COX:** Is that second harbour crossing part of the central business district rail link, which has been axed by your Government?

**Mr DAVID CAMPBELL:** If you want to build your policy position—

**The Hon. MATTHEW MASON-COX:** We just want to know your policy position, Minister, not the Coalition's.

**Mr DAVID CAMPBELL:** The very first question was about the Coalition's policy position and you have followed the same line of questioning.

**The Hon. MATTHEW MASON-COX:** Minister, just answer the question.

**Mr DAVID CAMPBELL:** I will check the transcript.

**The Hon. MATTHEW MASON-COX:** The point is the central business district rail link has been axed by your Government. That is the second harbour crossing to which you are referring, is it not?

**Mr DAVID CAMPBELL:** The understanding that I have is that if you want to build and run the north-west heavy rail project you have to build a second harbour crossing. I will stand corrected on that but that is my understanding. So if that is the case you have got to factor in the cost of a second harbour crossing.

**The Hon. MATTHEW MASON-COX:** If we going to compare apples with apples, we must compare the north-west heavy rail link costing—a costing which you have just given us but you could not give the Committee previously, which is worth noting—of \$4.5 billion to \$7.5 billion. We suddenly have a costing of approximately \$4.5 billion for a heavy rail link to the north west. In that regard you must compare it to the North West Metro. which is also not envisaged to have a second harbour crossing. So in that regard, comparing apples with apples, \$12 billion versus \$4.5 billion which is really a factor of three in favour of the north-west heavy rail link, based on your own figures?

**Mr DAVID CAMPBELL:** I am not going to base any answers on your calculations. I have indicated that I will take on notice and provide the accurate information, and that is what I will do.

**Answer:**

I am advised:

In terms of capital costs the North West Metro was estimated to be at least \$2 billion less expensive than the combination of the North West Rail Link and the CBD Rail Link. Metros are less expensive than traditional rail and will be a key component of future rail transport in Sydney commencing with the CBD metro.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Page number: 17-18, Budget Estimates transcript**

**Question:**

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

**CHAIR:** Returning to the North West Metro, can you advise the Committee how much money has been spent on advertising in relation to that project, including television, radio and print?

**Mr DAVID CAMPBELL:** To ensure accuracy I will take that on notice.

**CHAIR:** So you do not have any idea how much has been spent so far on advertising?

**Mr DAVID CAMPBELL:** Again, to ensure accuracy I will take it on notice.

**Answer:**

I am advised:

The Department of Commerce has indicated that the total cost of all press, radio and television advertising as part of the public awareness campaign for the North West Metro is approximately \$1.4 million.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Page number: 18, Budget Estimates transcript**

**Question:**

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

**CHAIR:** Can you give us an indication of how many people are employed on the project at the moment, directly or indirectly?

**Mr DAVID CAMPBELL:** The work is being done through the Office of the Coordinator General. I have to search my memory but I think there are in the order of 30 to 50 employees. I will stand corrected on that.

**CHAIR:** Is that all up, including contractors?

**Mr DAVID CAMPBELL:** I have in my mind from a previous discussion that there are in the order of 30 to 50, but I will confirm that so it is accurate. As I said, I will stand corrected on that.

**Answer:**

I am advised:

I am advised 47 staff were employed on the North West metro project, assigned on a full-time basis from the Ministry of Transport, Transport Infrastructure Development Corporation and the Office of the Coordinator General. These were supplemented by the engagement of specialist skills for specific tasks as required.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Page number: 18, Budget Estimates Transcript**

**Question:**

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

**CHAIR:** Can you advise the Committee whether any money is being spent at the moment on the North West Metro project and, if so, can you give us a breakdown of how much?

**Mr DAVID CAMPBELL:** In my earlier answer I indicated that work is underway. There is planning work as part of the project definition phase and there has been some work on geotechnical core sampling and those sorts of things. I have made that point publicly and I am happy to repeat it here. Work is proceeding on planning and is part of what is called the project definition phase. That work is being used to inform the Government's decision-making on the project as part of the mini-budget process.

**CHAIR:** Can you give us an estimate of how much is being spent on a monthly basis?

**Mr DAVID CAMPBELL:** As part of the 2008-09 budget there has been an allocation of \$106 million with an additional \$132 million for property acquisition between Rouse Hill and Epping.

**CHAIR:** Have any of those property acquisitions gone ahead?

**Mr DAVID CAMPBELL:** I do not yet have an update on whether they have settled but I will get confirmation by way of taking it on notice.

**Answer:**

I am advised:

Based on latest figures from the Office of Strategic Lands, five properties have been acquired this financial year.

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

**Notice Given: 15 October 2008**

**Asked by: Ms Lee Rhiannon MLC**

**Page number: Page 20, Budget Estimates Transcript**

**Question:**

Ms Lee Rhiannon to the Minister for Transport, Minister for the Illawarra:

**Ms LEE RHIANNON:**

Minister, I return to the issue of accessibility. As 16 per cent of Marrickville residents live with a disability—and that percentage does not include all the elderly, the sick, pregnant women and people with strollers—could you tell us why none of the 12 stations in Marrickville has disability access?

**Mr DAVID CAMPBELL:**

Earlier I gave quite a comprehensive answer relating to improving easy access programs. I will provide information to you relating to specific plans for the Marrickville program.

**Answer:**

I am advised:

Physical accessibility at CityRail stations now exceeds the 25 percent target set by the *Disability Discrimination Act*, with 110 of the 304 stations accessible.

RailCorp has advised that Newtown and Sydenham stations are part of the 2008-2011 Easy Access Program, whilst Marrickville is part of the 2011-2016 Easy Access Program.

There are also accessible CityRail stations located nearby in Summer Hill to the west, Wolli Creek to the south, and the airport stations to the east of the Marrickville electorate.

The NSW Government will continue working hard to upgrade existing train stations to ensure our passengers have safe, modern and accessible facilities.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Page number: 20, Budget Estimates transcript**

**Question:**

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

**CHAIR:** Going back for a moment to the North West Metro, you mentioned the \$106 million allocation in the current budget. On what has that been spent so far and how much of it has been spent?

**Mr DAVID CAMPBELL:** I will get those details. As I indicated, it has been spent on salaries. There are some geotechnical people in the field who are employed on a contract basis, so there have been some salaries for contractors and consultants' costs.

**Answer:**

I am advised:

This question has been answered in response to a similar question on page 18 of the Budget Estimates transcript.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Matthew Mason Cox MLC**

**Page number: Page 30 (Budget Estimates transcript)**

**Question:**

Mr Mason Cox to the Minister for Transport, Minister for the Illawarra:

**The Hon. MATTHEW MASON-COX:** What is the closing date for the expression of interest process?

**Mr DAVID CAMPBELL:** It is in the near future. The exact date I do not have committed to memory.

**The Hon. MATTHEW MASON-COX:** The actual Tcard contract and the whole integrated ticketing issue has been a process "in the near future" for the last six years.

**Mr DAVID CAMPBELL:** There is a current expression of interest process underway with a date for submissions in the near future and, as I have said, I do not have the date of closure committed to my memory.

**The Hon. MATTHEW MASON-COX:** Will you provide that to the Committee on notice?

**Mr DAVID CAMPBELL:** Absolutely.

**Answer:**

As advised at the Budget Estimates Hearing (transcript pg. 30) the Expressions. of Interest closed 9.30am Thursday 16 October 2008.

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



**Notice Given: 15 October 2008**

**Asked by: The Hon Matthew Mason-Cox MLC**

**Page number: Page 31, Budget Estimates Transcript**

**Question:**

The Hon Matthew Mason-Cox to the Minister for Transport, Minister for the Illawarra:

**1. Integrated Ticketing – omission from State Infrastructure Strategy**

The Hon. MATTHEW MASON-COX: Can you also explain why your Government failed to include integrated ticketing in its State infrastructure strategy document?

Mr DAVID CAMPBELL: The State infrastructure strategy document is not something I was involved with. As to why the integrated ticketing project is not in it, if it is not—I have no reason to doubt that you would ask an accurate question—I will take on notice.

The Hon. MATTHEW MASON-COX: You were part of the Cabinet that signed off on the State infrastructure strategy document, were you not?

Mr DAVID CAMPBELL: I have answered that. I will undertake to take that on notice and explain.

**Answer:**

I am advised:

The release of the State Infrastructure Strategy on 11 June 2008 predated the Government's decision regarding the procurement of a new electronic ticketing system which was announced by the previous Minister for Transport on 29 August 2008.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Matthew Mason-Cox MLC**

**Page number: Page 31, Budget Estimates Transcript**

**Question:**

The Hon Matthew Mason-Cox MLC to the Minister for Transport, Minister for the Illawarra:

**1. Inclusion of light rail in integrated ticketing**

The Hon. MATTHEW MASON-COX: Minister, can you elucidate as to whether or not light rail will be part of integrated ticketing?

Mr DAVID CAMPBELL: I cannot answer that question.

The Hon. MATTHEW MASON-COX: Was it part of the EOI that was sent out?

Mr DAVID CAMPBELL: I will undertake to get that information to the Committee.

The Hon. MATTHEW MASON-COX: Would you undertake to provide the Committee with a copy of the expression of interest document?

Mr DAVID CAMPBELL: I am sure equally the Committee could download it from the Internet.

**Answer:**

I am advised:

The Government's first priority for the new electronic ticketing system is to address the needs of operators carrying the bulk of passengers. Following this other operators, including for light rail, will have the opportunity to opt in provided suitable commercial agreements can be reached.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Lee Rhiannon MLC**

**Page number: Page 35, Budget Estimates Transcript**

**Question:**

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

**Ms LEE RHIANNON:** My question, which was quite specific, requested a report on progress on the 80 individual bus priority works pledged by your Government to create 43 corridors with bus lanes. When you give an answer like that we start to feel that you are not meeting your own targets which were announced in 2006, in some detail in the State Plan, and then later in the Urban Transport Statement. Could you take that question on notice and give us a progress report on how you are going with those bus priority works?

**Mr DAVID CAMPBELL:** The answer that I have given indicates that work is underway. Some projects have already been put in place, others are underway and others will flow as the money becomes available.

**Ms LEE RHIANNON:** Will you take that question on notice and give us a progress report on those 80 bus priority works, which is what the Government promised?

**Mr DAVID CAMPBELL:** The answer that I have given indicates that progress has been made and is continuing to be made. If the Committee seeks more detailed information on specific projects I am happy to provide it.

**Ms LEE RHIANNON:** Are you taking that question on notice to provide us with an update on progress achieved in delivering those priority works?

**The Hon. LYNDA VOLTZ:** Point of order: That is not what the Minister said in answer to the question. He said that if the member wanted to ask about specific projects he would take the question on notice.

**Ms LEE RHIANNON:** The member just exposed her own Government as being unwilling to give the public an update on an important commitment.

**The Hon. LYNDA VOLTZ:** Point of order: I resent the member's statement. The Minister gave the member a detailed answer about progress. The Minister said that if the member wanted answers to specific projects he would be happy to take the question on notice.

**Ms LEE RHIANNON:** I am entitled to ask questions. I asked that question—

**The Hon. LYNDA VOLTZ:** Not four times.

**Ms LEE RHIANNON:** So my question will not be taken on notice. Will the Minister take on notice my question relating to whether there has been any increase in patronage on the bus priority works? Will the Minister answer that question now or take it on notice?

**Answer:**

I am advised:

The Government is continuing to roll-out \$235 million in bus priority infrastructure across metropolitan Sydney. Initiatives already completed include dedicated bus lanes, bus priority at traffic lights and queue jumps at key intersections. These works are being complimented by the roll-out of the Government's \$50 million Public Transport Information and Priority System, which uses satellite technology to track late running buses and give them priority at traffic lights.

These initiatives are delivering measurable improvements in bus services. For example, following the completion of six infrastructure projects in strategic corridor 12 (Parramatta-Bankstown), patronage has increased by more than 36%.

Similarly, following the completion of nine projects in strategic corridors 33 (Burwood – Bankstown and Liverpool) and 35 (Burwood-Bankstown-Liverpool), patronage has increased by more than 10%.

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

**Notice Given: 15 October 2008**

**Asked by: Ms Lee Rhiannon MLC**

**Page number: Page 37, Budget Estimates Transcript**

**Question:**

Ms Lee Rhiannon to the Minister for Transport, Minister for the Illawarra:

**Ms LEE RHIANNON:**

What Sydney bus services have been cut in their frequency in peak periods?  
Could you give a list of the bus services that have been cut?

**Mr DAVID CAMPBELL:**

I think you and even Mr Matthew Mason-Cox would not expect me to have every single bus service timetable committed to memory.

**The Hon. MATTHEW MASON-COX:**

Take it on notice.

**Answer:**

I am advised:

State Transit constantly monitors all bus services to meet passenger demand. As passenger demand changes, State Transit may adjust the frequency, routes, timetables and stopping patterns of bus services to ensure that services can be provided where they are most needed.

No cuts have been made to morning peak services. Whilst some adjustments have been made to afternoon peak services, in all cases alternative services are available.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the Mobility Summit:**

1. What is the new date of the Summit?

**Answer:**

I am advised:

The Mobility Summit was held on 31 October 2008.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to community transport:**

2. Will the Ministry of Transport increase funding for community transport above CPI?
3. If so, when?
4. How do you respond to claims the MOT is unsympathetic to concerns raised by Community Transport workers and volunteers about lack of resources and too much red tape?
5. Do you think these concerns are justified? What will you do in response to them?

**Answer:**

I am advised:

- (2)-(5) I am advised that overall the community transport programs administered by the Ministry of Transport have increased by 69% since 2002-03. This is significantly greater than the general cost of living.

Whilst the Ministry of Transport remains sympathetic to the concerns raised by the community sector, requests for additional resources must be considered in light of other requests for funding and the priorities of Government.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

6. Does the money earned from the Parking Space Levy contribute to transport infrastructure?
7. How much money from the Parking Space Levy is used for public transport infrastructure?
8. What specific transport projects has it paid for in the past 12 months?

**Answer:**

I am advised:

(6) Yes.

(7)-(8) Around \$47 million is raised each year from the Parking Space Levy. The revenue raised funds the construction and maintenance of transport interchanges for rail/bus/ferry services and commuter car parking facilities in the urban transport network. All funds are spent in accordance with the provisions of the *Parking Space Levy Act 1992*.

In 2007/08 funds from the Parking Space Levy have contributed to a multitude of projects including:

- \$22 million to progress works on transport interchanges and commuter car parking facilities in locations such as Hurstville, Macarthur, Morisset, Windsor, Bankstown, Tuggerah, Holsworthy and Windsor;
- \$4 million towards infrastructure and maintenance of the Liverpool-Parramatta and North West Transitways; and
- \$5 million for the maintenance of public transport infrastructure such as interchanges and commuter car parking facilities, ferry wharves, light rail and secure bike lockers.

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



**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In regard to the 2006 Urban Transport Statement**

9. What is the status of the Urban Transport Statement?
10. How much has been spent on the Statement so far?

**Answer:**

I am advised:

- (9)-(10) Components of the Urban Transport Statement are affected by mini budget considerations. Notwithstanding this, key initiatives are being progressed including implementation of bus priority on strategic corridors, commuter car parks, the CBD bus strategy and rail freight initiatives. Expenditure on key transport projects is outlined in the budget papers, and in relevant agencies' Annual Reports.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

In relation to graffiti and crime on the CityRail network:

11. Why were the number of incidents involving graffiti on the CityRail network recently removed from the CityRail website?
12. As the former Minister for Police do you believe it to be in the public interest to make the community aware of crime statistics on and around public transport?
13. Will you commit to updating crime statistics on the website, which have not been updated since December last year?

**Answer:**

I am advised:

(11) RailCorp has revised the on-going data it publishes on the major measures of service performance and quality on its urban, inter-city, and CountryLink services.

(12)-(13) It now publishes the crime statistics provided by the Bureau of Crime Statistics and Research on a quarterly basis on the CityRail website. These are regarded as the most accurate available statistics related to crimes committed on the rail system.

Since December 2007, crime statistics covering January to March 2008 and April to June 2008 have been published on the website in July and October in that order.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

In relation to graffiti and crime on the CityRail network:

11. Why were the number of incidents involving graffiti on the CityRail network recently removed from the CityRail website?
12. As the former Minister for Police do you believe it to be in the public interest to make the community aware of crime statistics on and around public transport?
13. Will you commit to updating crime statistics on the website, which have not been updated since December last year?

**Answer:**

I am advised:

- (11) -(13) Crime statistics are available on the Bureau of Crime Statistics and Research (BOCSAR) website – [www.bocsar.nsw.gov.au](http://www.bocsar.nsw.gov.au)

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

14. Is 2010 still the date for the first carriages to be in operation?
15. What is the date all 626 carriages will be on the track?
16. How much has been spent on the project to date?
17. Are these new carriages environmentally friendly? What Environmental Impact statements have been made in relation to these carriages?
18. Are you confident there will not be power shortages across the network due to the make of these carriages, which requires higher than average energy consumption?
19. What is your response to suggestions that due to the high energy consumption air-conditioning may not be operable during peak times?

**Answer:**

I am advised:

- (14) The private sector contractors who are building the trains advise, yes.
- (15) The contract indicates that all carriages will be in operation by the end of 2013.
- (16) Since the project began in 2004, total project expenditure is \$142 million (as at 30 June 2008).
- (17) The A-Sets have a number of features to reduce energy consumption and carbon emissions such as automatic adjustment of fresh air intakes for the air-conditioning according to passenger load, improved power saving and long life elements of the lighting equipment along with regenerative braking to optimize energy consumption. The A-Set also has enhanced passenger amenities and safety features such as greater protection against sudden impacts, external CCTV and air conditioning.

The train performance specification requires that carriages meet environmental criteria.

(18)-(19) A program of works, known as the Traction Supply Upgrade (TSU) A-Sets Program has been developed and scheduled to ensure the existing system has the capacity to meet anticipated increases in power demands, including during peak periods, as the new A Set fleet is progressively introduced into service.

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

**Notice Given: 15 October 2008**

**Asked by: Ms Lee Rhiannon MLC**

**Question:**

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

**In relation to the CountryLink Booking Tax:**

20. How much money did the Government collect from the CountryLink pensioner-booking fee in the last financial year?

21. Will you abolish the booking fee? If not, why not?

22. Why did your Government gag debate in the Lower House on the Coalition's Bill to abolish the tax – on the 15 November 2007, 10 April 2008 and 15 May 2008?

**Answer:**

I am advised:

(20)-(22) The NSW Government remains committed to the long-term retention of CountryLink services in rural and regional New South Wales.

The Government collected \$3.4 million from the CountryLink booking fee in 2007-08. Under current policy the CountryLink booking fee will remain in place.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

In relation to the Commuter Charter and Ombudsman:

23. When do you intend to introduce the "Commuter Charter" which was supposed to be in place by the end of 2007?
24. When will you be appointing a Transport Ombudsman, which was promised at the same time?

**Answer:**

I am advised:

- (23) RailCorp is in the process of developing its Customer Charter.
- (24) Legislation to establish RailCorp as a statutory authority is currently before the Legislative Assembly. This will provide me as the Minister responsible with greater control over how RailCorp fulfills its responsibilities. RailCorp will also be required to operate under a service contract with the Ministry of Transport; a legislative requirement that already applies to bus and ferry services. This will enable Government to set requirements and standards for the delivery of RailCorp's services including in areas such as customer service, reliability, cleanliness, community consultation and public reporting, and to monitor performance.

These mechanisms will more effectively ensure that the Government holds RailCorp to account for the level and standard of the services it provides to the public.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

The Hon Jenny Gardiner MLC to the Minister for Transport, Minister for the Illawarra:

In relation to commuter car parking:

25. Do you think it is acceptable to charge commuters for parking?
26. How many commuter car parks are currently available?
27. How many do you think there should be?
28. When will you deliver these additional spots?

**Answer:**

I am advised:

- (25)-(28) The NSW Government has committed to the delivery of additional commuter car parking at Wentworthville by 2009, and at Blacktown, Seven Hills, St Marys and Glenfield by 2011.

Consistent with commitments in the Government's Urban Transport Statement the Ministry of Transport has engaged consultants to undertake a review of opportunities for private sector involvement in the provision and management of commuter car parks. The study will provide advice on how private investment may offer a sustainable funding solution to increase commuter car parking supply. This study is currently being finalised.

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



**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to disability access at train stations:**

29. How many stations have easy access?
30. When do you expect all Railway Stations will have easy access?
31. How many stations have raised markings for the vision-impaired?
32. When will all stations have raised markings for the vision-impaired?
33. How long does it take on average to connect power once a new lift is installed in order to make the lift operable?

**Answer:**

I am advised:

- (29) 110 stations on the CityRail Network are now accessible by wheelchair. A further 61 stations are accessible with assistance.
- (30) This is subject to funding and the availability of resources to undertake the construction works.
- (31)-(32) Over a third of platforms have tactile tiles on the edge of the platforms. All new and upgraded stations have warning tactile tiles installed on the edge of platforms.
- (33) Usually the upgrade of power supply for the lift is scheduled to occur at the same time as the lift construction.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

In relation to the Companion Card:

34. Has the companion card been issued?

35. When will it be issued?

36. How many carers will be issued with the companion card?

**Answer:**

I am advised:

(34)-(36) The implementation of the companion card is a matter for the Minister for Disability Services.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

37. How many additional Transit Officers have been employed in the last 12 months?

38. How many complaints have you received in relation to transit officers?

39. What are your future plans in relation to Transit officers?

**Answer:**

I am advised:

In the 2007/2008 financial year a net increase of 43 Transit Officers were employed by RailCorp over the 2006/2007 financial year.

Data on complaints received about transit officers show that there were:

- 1105 complaints received for the period July 2004-June 2005;
- 889 complaints received for the period July 2005-June 2006;
- 671 complaints received for the period July 2006-June 2007; and
- 664 complaints received for the period July 2007-June 2008.

There is an authorised strength of 600 Transit Officers working in close cooperation with 300 NSW Police from Commuter Crime Units to provide security on the rail network.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

40. How many train drivers do you currently employ?
41. Do you intend to reinstate certain weekend services from 30 minutes to 15 minutes given the cut in services had been attributed to a driver shortage?

**Answer:**

I am advised:

- (40)-(41) RailCorp currently employs 1464 CityRail train drivers and 97 CountryLink train drivers.

RailCorp has not planned any significant modifications to the existing weekend timetable at this time.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to Metro Buses:**

42. Why has the cost of the trial doubled? For example the period of the trial has halved while the total cost has remained the same?

**Answer:**

I am advised:

(42) There has been no change in the Government's costing or length of the two-year trial since it was first announced.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to bus maintenance:**

43. How many buses are out of service on a daily basis due to maintenance problems?

44. How many buses are out of service due to driver shortage?

**Answer:**

I am advised:

(43)-(44) Bus operators are required to provide services under the terms and conditions of performance-based contracts with the Ministry of Transport. It is the responsibility of individual bus operators to determine how they manage their fleet and drivers. Daily reporting of scheduled and unscheduled maintenance activities is therefore not a contract requirement.

However, I am advised by State Transit that there has been a 15.5% reduction in the rate of buses being replaced by other buses due to mechanical problems over the last 12 months.

There are no buses out of service due to driver shortage.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to bus safety:**

45. How many buses are without CCTV cameras?

46. OTSI recommended installing forward and backward looking cameras on buses – where is this up to?

**Answer:**

I am advised:

(45)-(46) Bus service operators who conduct regular passenger services in the Sydney metropolitan area are required to ensure that each bus in their fleet is fitted with an approved security camera system.

The Office of Transport Safety Investigation's recommendation has been accepted for buses operating under Metropolitan Bus System Contracts. The proposal is presently being evaluated for buses in other areas.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to Sydney Ferries data recorders:**

47. Are all Sydney Ferries' vessels fitted with black boxes yet?

48. If not, when will they be, given they were all supposed to be fitted by May 2008?

**Answer:**

I am advised:

(47)-(48) 19 vessels are fitted with the black boxes. I am advised the remaining vessels will be fitted with black boxes by the end of this year.

A 2007 Office of Transport Safety Investigations report into ferry safety recommended that all Freshwater vessels be fitted with black boxes (or vessel data recorder systems) by May 2008. This has happened.

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



**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the Chatswood to Epping rail line:**

49. When will the rail line be open to the public?
50. What issues are causing the delay?
51. What is the cost of the project to date?
52. How many trains per hour will run on the line?
53. What will be the impact on the Northern Line? Will there be fewer services? If so how many?
54. What rolling stock will be used on the line?

**Answer:**

I am advised:

- (49) The rail line will be open to the public in early 2009.
- (50) The new line is being built at the same time that more than 2,300 passenger services are being provided each day. Work is scheduled to minimize the amount of disruption to passengers.  
  
Testing, commissioning and integration of the line and its systems began last year and will continue until RailCorp takes control of the line in December 2008.  
  
A shortage of skilled professionals, including signalling resources, is impacting upon all major construction projects across Australia.
- (51) The total estimated cost of the Epping Chatswood Rail Line is \$2.35 billion.
- (52) The Epping Chatswood Rail Line will be serviced with 4 trains per hour each way.
- (53) The new 2009 timetable will change services for some passengers on the Northern line. Those travelling between Hornsby and Epping to the CBD who will now travel via Macquarie Park.

This will mean that four limited stop trains in both the morning and evening peaks, which now call at Eastwood and West Ryde will instead be routed via Macquarie Park.

Full integration of the Link in mid 2009, will significantly increase the all day service on the Northern Line, resulting in 175 additional train services between Epping and the City each weekday.

- (54) It is anticipated that during peak periods 8 car airconditioned 'K' sets will be used.

Outside the peak it is intended to schedule some services with state of the art OSCAR trains.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to Outer Suburban Carriages:**

55. When will all 122 Outer Suburban Carriages been in operation?

**Answer:**

I am advised:

The last of the thirty four car OSCAR sets is expected to be delivered by the end of February 2009. Two spare cars are also expected to be delivered in the first quarter of 2009 making the fleet up to a total of 122 cars.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the 14-day Pay Day Ticket:**

56. How much has it cost to develop, market, advertise and implement the 14 Pay Day Ticket?

**Answer:**

I am advised:

(56) Approximately \$600,000.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to SmartSaver Tickets:**

57. How many people have switched from peak hour travel to early hour travel using a SmartSaver ticket?

58. How much has the SmartSaver ticket cost to develop, market, advertise and implement?

**Answer:**

I am advised:

- (57) The maximum shift from the morning peak to the shoulder peaks (both earlier and later) was approximately 2,000 people a day. This occurred when the trial was first introduced. Since then, the number of people switching their travel time outside the peak has declined, with approximately 250 people a day recorded in mid October. On the basis of this minimal shift I have directed that the trial close.
- (58) Total development, marketing and implementation costs for the SmartSaver trial were \$450,000.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to Private Bus Tickets:**

59. Why is the 20% discount not available on all private buses across Sydney as promised in June this year by the former Premier?

60. Which private bus services are not offering the 20% discount? Why?

61. When will all private bus services offer a 20% discount?

**Answer:**

I am advised:

(59)-(61) The 30 June 2008 announcement stated that the discounted weekly bus ticket would be progressively rolled out from 1 October 2008. Currently, the weekly ticket is available on approximately 90% of all private buses in Sydney.

Busabout, Hawkesbury Valley Buses, Interline Bus Service, Caringbah Bus Services and Oliveri Transport Services do not yet offer the new discount weekly ticket.

The Ministry of Transport has been advised by the private bus industry that it expects the discounted ticket to be offered on all private bus services in Sydney by the end of this year.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the Private Vehicle Conveyance Scheme:**

62. What is the current budget allowance for the Private Vehicle Conveyance Scheme?

63. This Scheme was reviewed this year, with one of the recommendations being that payments be made by family instead of by student – has this recommendation been approved?

64. For a family of 5 school aged children who are currently paid per child, how much will payments to this family decrease given that they travel 500km a week to attend school?

**Answer:**

I am advised:

- (62) The current budget allocation for the Private Vehicle Conveyance Scheme is \$23.4 million per annum.
- (63) The report is still being finalised. It is anticipated that any changes will become effective from the beginning of the second school semester in 2009.
- (64) As the report is not yet finalised it is not possible to estimate the changes in private vehicle conveyance payments.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the South Coast Rail Line and South Coast Train Stations:**

65. Why does a train from Central to Thirroul now take nearly an extra 10 minutes than it did 30 years ago? What are you going to do to remedy this?

66. How many alleged sexual assaults have occurred on the South Coast Line in the past 12 months and how many 'other' alleged assaults have occurred on the line in the past 12 months?

67. How do those figures compare to when Chubb security personnel were employed to man the South Coast Line between Kiama and Nowra every night after 7pm?

68. Why do commuters using the South Coast Line suffer the highest level of crime across the network?

69. How many transit officers are deployed on the South Coast Line in the PM peak period from Monday to Friday?

70. How many transit officers are deployed on the South Coast Line across the weekend?

71. Why is disabled access not included in the upgrade of the Unanderra Railway Station? Will you be addressing this?

72. Are there plans to upgrade the Bomaderry Train Station and commuter car park?

**Answer:**

(65) I am advised by RailCorp that the new timetable has resulted in some small increases in scheduled travel time to reflect new safety measures introduced after the Waterfall accident Inquiry. In some instances, changed stopping patterns have also increased journey times. These changes spread passenger demand across services, reducing crowding on some and using spare capacity on others.

(66-70) Security on our rail system is a top priority - even one assault on rail premises is one too many. That's why RailCorp transit officers work closely with NSW Police to drive down crime across the rail network.



The Vision Operations – of which there have now been 4 – mean an even greater security presence on trains and at transport interchanges. Building on the successful 3 operations before it, the 8 month long Operation Vision 4 has been expanded to include not only metropolitan Sydney, but also Newcastle, the Central Coast and Wollongong.

As part of Operation Vision 4, I am advised that from its commencement on the first weekend of September to 29 October:

- 25,246 trains had been patrolled;
- 14,996 rail infringements had been issued;
- 608 drug searches had been conducted;
- 672 people being arrested; and
- 664 charges have been laid.

The objective of the RailCorp Security Division is to place its 600 strong transit officer workforce at the times and places where they will do the most good for the travelling public in terms of preventing crime and anti social behaviour. That's why the Operation Vision model has been so successful.

Intelligence and transit officer deployment plans – including along the South Coast Line - are constantly reviewed to ensure that resources are utilised optimally and in a way that is commensurate with prevailing security conditions and risk. To maximise the deterrent effect, RailCorp has a policy of not specifying the locations or times that uniformed and plain clothes officers are deployed.

In addition to transit officers, NSW Police Force Commuter Crime Units permanently operate in the Illawarra and the South Coast areas. Transit Officers work closely with them in order to provide an integrated security system for the network.

The success of the transit officer program and its intelligence-based approach to deployment is reflected in the Bureau of Crime Statistics and Research official crime figures which I am advised confirm that between 2002, the year in which Transit Officers were first introduced, and 2007 recorded crimes against the person on rail premises have fallen by more than 32%.

- (71) Easy Access upgrades are prioritised in accordance with a number of weighted criteria including (but not limited to) patronage, potential growth, rail and/or bus interchange and termination, access to medical and educational facilities, tourism, and proximity to other accessible stations.

For those passengers unable to access Unanderra Station, Premier Illawarra Buses runs accessible buses between Unanderra and Wollongong Station (which is an accessible station) on both weekdays and weekends.

- (72) The commuter car park at Bomaderry Station was upgraded in April 2008, with the existing car park reorganised resulting in increasing the number of parking spaces by eight spaces. Bomaderry Station car park now has 66 parking spaces of which four are dedicated disabled parking spaces. I am advised that this represents one car space for every two passengers in the morning peak.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to the Metropolitan Rail Expansion Program (MREP)**

73. What is the status of the Metropolitan Rail Expansion Program given the axing of the North West Heavy Rail Link, the CBD Rail Link and potentially the South West Rail Link?

**Answer:**

I am advised:

These projects, like many others, are currently under review by Government.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to Mercedes CNG Buses:**

74. How many of the 255 Mercedes CNG buses have been delivered?

75. When will they all be delivered?

**Answer:**

I am advised:

(74)-(75) It is anticipated that all CNG buses will be delivered progressively with the total order being delivered on schedule by 2011.

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

**Notice Given: 15 October 2008**

**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

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

**In relation to M2 Corridor Buses:**

76. How many additional buses are you purchasing for the M2 corridor given increasing demand on services?

77. When will they be delivered?

**Answer:**

I am advised:

(76)-(77) The Government has approved funding for fifty seven (57) additional buses for services on the M2 corridor since April 2006.

Forty seven of the new buses are already in service, with the remaining 10 expected to commence service in February 2009.

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