

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon Penny Sharpe MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. PENNY SHARPE: I understand that there is authorised funding for 610 Police Transport Command officers, but I also believe that that is currently only at 560 officers. Will you confirm that Mr Collins or Minister?

Mr COLLINS: The number of officers in total who work under the Police Transport Command is, I believe, 610.

The Hon. PENNY SHARPE: Theoretically there is in terms of people actually in those positions, but the latest document from the police shows it is 559.

Mr COLLINS: Yes, I understand all those frontline positions have been filled. That may include some other officers or backroom staff.

The Hon. PENNY SHARPE: Where are the missing 50?

Mr COLLINS: I do not know.

Mr ANDREW CONSTANCE: I will take that question on notice.

The Hon. PENNY SHARPE: Is it correct that you are removing security officers from 12 stations?

Mr ANDREW CONSTANCE: Fifteen security staff are being removed and we are removing some of those security staff from stations that now have a base for the Police Transport Command. I think the premise of your question that somehow the safety of our customers—

The Hon. PENNY SHARPE: I have not made that assertion, Minister. I am trying to get a handle on how much it is costing and how much you are saving. Do you say 15 security staff have been taken off? Can you tell me what the savings of those 15 will be?

Mr ANDREW CONSTANCE: I will take that on notice.

ANSWER:

I am advised:

Staffing of the Police Transport Command is a matter for my colleague, the Minister for Justice and Police.

We have looked closely at where Sydney Trains now needs security guards and have made changes to align with today's network. Security guard numbers had not changed in more than ten years and no longer reflected the needs of the current network.

Network needs have changed for a number of reasons, including the Police Transport Command's strong presence on trains and stations and our network of more than 10,000 CCTV cameras.

Cost savings are considered to be commercial in confidence.

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DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. PENNY SHARPE: Have you been paying actors to help train staff in Transport for NSW? That is my question.

Mr ANDREW CONSTANCE: The Government is running a number of initiatives around advertising to ensure the people of Sydney and New South Wales?

The Hon. PENNY SHARPE: With respect, that has got nothing to do with my question. I am talking about training within Transport for NSW.

The Hon. MATTHEW MASON-COX: Point of order: The member is flouting your ruling. It is about time she gave the Minister an opportunity to answer her question.

CHAIR: Order! The Minister has been invited to answer the direct question that has been put to him.

Mr ANDREW CONSTANCE: As I understand the question it relates to advertising?

The Hon. PENNY SHARPE: No, the question is very specific: A contract has been awarded. Your department has paid more than half a million dollars to pay actors to train staff within Transport for NSW. It has nothing to do with advertising, it has to do with the training of staff and whether half a million dollars has been spent on actors.

Mr ANDREW CONSTANCE: I will take the question on notice and I will come back to the Committee.

The Hon. PENNY SHARPE: Mr Reardon, can you confirm this, given it is on the website?

Mr REARDON: The Minister has indicated we will take it on notice, and is happy to come back with a response.

The Hon. PENNY SHARPE: If you are going to take questions on notice will you be able to provide the Committee with an outline of what services those actors performed?

Mr ANDREW CONSTANCE: Again I make this point: If we are running advertisements, we are making no apologies for it. The Hon. PENNY SHARPE: This is not about advertising; this is about training and the use of precious taxpayers' money in relation to transport and your department. This has nothing to do with advertising; it has got everything to do with the use of taxpayers' money in your department.

The Hon. MATTHEW MASON-COX: Do you want to ask a question?

The Hon. PENNY SHARPE: Yes, I am trying to ask the question but the Minister will not answer it. Minister, will you take on notice what services these actors under the role play Actors College of Theatre and Television Unit Trust performed for Transport for NSW?

Mr ANDREW CONSTANCE: I said that I would take it on notice.

The Hon. PENNY SHARPE: In that case, can you also confirm? I am seeking more

details?that they played roles such as, and I quote from the website of Role Play Australia: "A vandal on a train trying to avoid detection."? Can you confirm that we have had actors running around pretending to be vandals?

Mr ANDREW CONSTANCE: You have made an assertion; you have read it on to the record?

The Hon. PENNY SHARPE: I have it right here. This is from Role Play Australia, which has a contract with your government?half a million dollars you have paid them in the past year. You do not seem to be aware of it.

Mr ANDREW CONSTANCE: Are you asking me questions or are you making statements?

The Hon. PENNY SHARPE: Not even aware of it.

Mr ANDREW CONSTANCE: Are you going to make political statements, or are you going to ask questions this afternoon? I have said?

The Hon. PENNY SHARPE: I am asking questions and I am seeking information.

Mr ANDREW CONSTANCE: I have said that I would take that on notice, and quite?.

ANSWER:

I am advised:

Front line staff are taken through rigorous assessment to make sure they're tested in a variety of real situations, including dealing with customers who are sick, agitated or lost.

Last year we had more than 7500 applicants for front line and customer service roles, and actors were used to test many of these applicants. We want only the best people working with our customers - whether they're bus drivers, station staff, transport officers or guards.

The use of actors in this way has been in place since around 2005 – it's considered a best practice tool in recruitment assessment centres used across government and the private sector.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. PAUL GREEN: That is a good segue; I refer the Minister to Budget Paper No. 2. Of the \$4.1 billion reserved for regional transport, we understand that the Government has already allocated \$2 billion to regional road freight corridors: \$1.5 billion to programs including upgrades of the Pacific, Newell, Oxley and New England highways; \$1 billion to regional growth roads, of which \$475 has been allocated to the Hunter and the Pacific Highway; \$500 million to extend the Fixing Country Roads scheme; \$400 million for fixing Country Rail; and \$200 million for the Bridges for the Bush program. Minister, that leaves approximately \$1 billion in unannounced funding from regional road freight corridors. Can you indicate where that \$1 billion is going or will that \$1 billion be included in any infrastructure west of Dubbo?

Mr ANDREW CONSTANCE: I will take that question on notice and confer with my colleague the roads Minister.

The Hon. PAUL GREEN: That is good news, but are there any rail upgrades west of Dubbo? That is in your portfolio.

Mr ANDREW CONSTANCE: In terms of the Restart and the Rebuilding monies first and foremost we are working through the program to make sure that we handle this. The roads Minister is the responsible Minister for rail freight as well. That is why I was happy to take that question on notice.

Mr ANDREW CONSTANCE: I will take that question on notice and confer with my colleague the roads Minister.

The Hon. PAUL GREEN: That is good news, but are there any rail upgrades west of Dubbo? That is in your portfolio.

Mr ANDREW CONSTANCE: In terms of the Restart and the Rebuilding monies first and foremost we are working through the program to make sure that we handle this. The roads Minister is the responsible Minister for rail freight as well. That is why I was happy to take that question on notice.

ANSWER:

I am advised:

The \$4.1 billion Rebuilding NSW reserved for regional transport is made up of:

- \$2 billion for Regional Road Freight Corridors, including the Newell, New England, Princes, Pacific, Oxley and Mitchell Highways
- \$1 billion for Regional Growth Roads which will target regional roads in the Lower Hunter, Central Coast and roads south of Wollongong in the Illawarra
- \$500 million for the Fixing Country Roads program
- \$400 million for the Fixing Country Rail program
- \$200 million for the Bridges for the Bush program

Investments across all of regional NSW, including local government infrastructure, are eligible to access program funding, including those West of Dubbo.

Infrastructure upgrades currently underway west of Dubbo include the upgrade to rail sidings on the Country Regional Network at Nevertire which is due for completion in September this year.

In addition to these construction projects, \$5 million has been allocated in the 2015-16 State Budget towards planning and improvement of Regional Freight Rail Sidings Extension which will include locations West of Dubbo.

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QUESTION: Transcript

ASKED BY: The Hon Paul Green MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. PAUL GREEN: That is coming about Nowra, but I will actually go straight to the South Coast line. Minister, has there been a drop in the number of security officers on the South Coast line from this time last year?

Mr ANDREW CONSTANCE: I will take that question on notice.

ANSWER:

I am advised:

There has been no reduction to the Contract Security Guard Service on the South Coast Line during the past 12 months to September 2015.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon Penny Sharpe MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. PENNY SHARPE: As a former Treasurer and now Minister for Transport and Infrastructure, are you concerned that the projected overtime budget for 2014-15 was \$16.49 million but the revised projection is \$100.6 million? I can provide you with a copy of the Treasury report, if you would like, Minister.

Mr ANDREW CONSTANCE: What is your claim?

The Hon. PENNY SHARPE: The claim is that in the detailed reports on the budgeted forward estimates the original projection for the last budget, 2014-15, was \$16.49 million, let us call it \$16.5 million. The revised projection provided recently is \$100.7 million—an \$84 million increase in the overtime bill for Transport for NSW.

Mr ANDREW CONSTANCE: According to Budget Paper No. 3, page 440—

The Hon. PENNY SHARPE: That is not the document I am drawing the information from. That is why I asked you about it in the beginning.

CHAIR: It is the detailed budget.

The Hon. PENNY SHARPE: These are the details. I am happy to give you a copy.

Mr ANDREW CONSTANCE: I am happy to receive it.

The Hon. PENNY SHARPE: Minister, as you are looking at the document, could you respond to this question. The budget for overtime in 2011-12 was \$552,000. That is the equivalent of \$1 of overtime for every \$66 of salary paid. In 2014-15, it is projected to be \$100.98 million. That is \$1 of overtime for every \$12 of salary paid. Can you confirm that that is correct?

Mr REARDON: Could you repeat the figure you quoted from the 2015-16 budget?

The Hon. PENNY SHARPE: The figure for 2015-16 is \$100.98 million.

Mr REARDON: What was the question on the 2014-15 budget?

The Hon. PENNY SHARPE: If you look at the projected budget for overtime in the document you have before you, you will see that it was \$16.5 million for 2014-15. The most up-to-date figures, which were provided to the Parliament through the call for papers for budget estimates, suggest that it is now \$101 million. I am asking you to explain the discrepancy.

Mr REARDON: I will take that on notice, as I am unaware of the document you have tabled. The figures we have for 2015-16 and 2014-15 do not accord with the numbers you have provided.

The Hon. PENNY SHARPE: Minister, how do you explain Treasury reporting one thing on Transport for NSW and the department reporting another?

Mr REARDON: I am not clear on what that document is.

The Hon. PENNY SHARPE: The document is from the New South Wales Treasury. It was provided to the Parliament as part of the call for papers. It gives us detailed information on line items in the budget. It is standard material that provides us with a lot more detail than the budget papers.

Mr ANDREW CONSTANCE: We are happy to take that on notice. I will consult the Treasurer.

Mr REARDON: But it does not accord with our figures.

The Hon. PENNY SHARPE: On that basis, I ask you to check the following figures. Minister, the bill for consultants for 2011-12 was around \$6 million. In 2014-15 it was projected to be \$11 million. The revised figure has been doubled to \$22 million. Will you please confirm the figure for the bill for consultants and report to the Committee on what is happening in your department.

Mr REARDON: Are you referring to Transport for NSW?

The Hon. PENNY SHARPE: I am. You will see that the document I provided to you says, "Agency 68, Transport for NSW, Operating statement, New South Wales Treasury". These are not surprising documents. I would have thought the former Treasurer would understand them.

Mr REARDON: I am happy to respond, Minister. I am not aware of the documents that you have tabled. I can only refer to the information I have before me. I am aware of our consultancy budget for 2014-15. Our expenditure for every budget is in our annual report every year. The consulting budget for 2014-15 will be in our annual report when we release it.

Mr ANDREW CONSTANCE: I am happy to look at consultancy bills, given what Labor spent in 2010.

The Hon. PENNY SHARPE: This is a simple question about your budget.

Mr ANDREW CONSTANCE: We are getting on with this fantastic project. We have a great budget, a record budget, and you are niggling about consultants.

The Hon. PENNY SHARPE: You have been in government for five years and you have been making lots of promises. Is a discrepancy of hundreds of millions of dollars not something to be concerned about?

Mr ANDREW CONSTANCE: You have produced a detailed report from Treasury from 2013 and come here and asked us silly questions. I am happy to take it on notice.

ANSWER:

I am advised:

Transport Service overtime costs are now reported differently as a result of the *Government Sector Employment Act (the Act)*.

Overtime for the Transport Service now includes Transport for NSW as well as Roads and Maritime Services and State Transit Authority award staff. The revised projection in 2014-2015 for overtime costs for the Transport Service was \$100.6 million. The actual overtime cost was \$87 million for that financial year.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: The \$220 million to be contributed by the City of Sydney, has that been paid?

Mr REARDON: I will take that on notice.

The Hon. DANIEL MOOKHEY: Minister, are you aware whether or not the City of Sydney's \$220 million contribution has been paid?

Mr ANDREW CONSTANCE: Can I just congratulate you on your first comments having been sworn in about modernising Sydney and making it easier for the city to move around? That is inspirational.

The Hon. DANIEL MOOKHEY: I am sure having read my first speech you understand the source of my motivation for wanting to understand this point. Has the \$220 million from the City of Sydney?

Mr ANDREW CONSTANCE: I am just perplexed as to why you are not supporting a CBD light rail. You want to build a bus tunnel under the city, which will not work.

The Hon. DANIEL MOOKHEY: Has the \$220 million been paid?

Mr ANDREW CONSTANCE: The secretary of the department has just indicated that the \$220 million we will take on notice.

The Hon. DANIEL MOOKHEY: Mr Reardon, when is the \$220 million due to be paid?

Mr REARDON: I have taken it on notice.

ANSWER:

I am advised:

The City of Sydney contributions to CBD and South East Light Rail will be paid over a number of instalments as agreed with the City of Sydney. A total of \$19.6M has been paid to date.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: My question was specifically what are the scope changes that justify a \$500 million blow-out in the course of 12 months?

Mr REARDON: In terms of getting to the final budget and what has been contracted, there are a range of matters that you basically take into account when a project is being finalised.

The Hon. DANIEL MOOKHEY: Do you know the scope changes?

Mr ANDREW CONSTANCE: Yes. Some of them include the ability to put increased capacity on the trains. We can provide you with a list of those exact changes but, either way, we are making the better project.

The Hon. DANIEL MOOKHEY: Would you like to take that on notice? Would you like that to be your tenth question you take on notice?

Mr ANDREW CONSTANCE: I find it somewhat offensive that the Labor Party is not backing the project.

The Hon. DANIEL MOOKHEY: Minister, do you know what the scope changes are that justify a \$500 million blow-out?

CHAIR: Order! Minister, you have been asked a question. Gratuitous commentary really is not part of the budget estimates process. I invite you to answer the question or take it on notice.

Mr ANDREW CONSTANCE: Sorry, can you repeat the question?

The Hon. DANIEL MOOKHEY: Do you know precisely the scope changes that justify a \$500 million increase in project costs in the last nine months?

Mr ANDREW CONSTANCE: I am happy to take all of your questions on notice in relation to this project.

The Hon. DANIEL MOOKHEY: Maybe I should ask the project director of the Sydney Light Rail. Do you know what the scope changes are that apparently justify a \$500 million blow-out?

Mr GEMELL: I will take it on notice.

The Hon. DANIEL MOOKHEY: In respect of that \$500 million increase in budget, how much of that is to be recovered from the private sector?

Mr ANDREW CONSTANCE: I will take it on notice.

ANSWER:

I am advised:

Refer to the former Minister for Transport's media release on 17 December 2014.

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QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Mr Reardon, are you aware of the New South Wales Government's public-private partnership guidelines?

Mr REARDON: Yes, I am.

The Hon. DANIEL MOOKHEY: Are you familiar specifically with requirement 5.1?

Mr REARDON: I do not have that in front of me.

The Hon. DANIEL MOOKHEY: 5.2?

Mr REARDON: I will take that on notice.

The Hon. DANIEL MOOKHEY: 5.3?

Mr REARDON: I will take that on notice.

ANSWER:

I am advised:

The NSW Government Public Private Partnerships Guidelines are publicly available on the Treasury website: www.treasury.nsw.gov.au.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

Dr MEHREEN FARUQI: Minister, is there a timeline for the completion of the Western Sydney Rail Upgrade program? There is a simple yes or no answer. Is there a timeline? Do you have it?

Mr REARDON: There are two parts to the question. One, in terms of the Western Sydney Rail Upgrade, it is a significant scope of work. Some of that scope of work is to underpin the next timetable we are getting focused on, that next timetable over the next four years. That timetable is really important. It will undertake enabling works to introduce that timetable and to introduce North West Metro services. So there are certain parts of work that we are doing for that. Some of the short-term work we have got underway?

Dr MEHREEN FARUQI: Mr Reardon, is there a timeline for the completion of the whole upgrade?

Mr REARDON: Dr Faruqi, I am trying to answer your question because the question you are asking involves a series of deliverables.

Dr MEHREEN FARUQI: And what is the timeline to complete all those deliverables?

Mr REARDON: I have just indicated the first part of those deliverables, in terms of over the next four years. In terms of some projects, they will come online earlier because some of them are enabling works, as I have said, for the next timetable. Beyond that, we will keep working at it and we have allocated it in the State Infrastructure Strategy, \$1 billion for Western Sydney upgrades. There is a series of work that is even beyond the 2018-19 timeframe that we will continue to deliver.

Dr MEHREEN FARUQI: Could I ask, Mr Reardon, when will the signalling upgrades be done or completed for the western line?

Mr REARDON: I think you will probably need to be a little bit more specific than that.

Dr MEHREEN FARUQI: How much of the \$19 million allocated for 2015-16 is for signalling upgrades?

Mr ANDREW CONSTANCE: We can take that on notice. The Lidcombe to Granville Corridor upgrade will be completed in 2017.

Dr MEHREEN FARUQI: If you could take that on notice.

Mr ANDREW CONSTANCE: Yes

Dr MEHREEN FARUQI: I am specifically interested in how much of the \$19 million is for signalling upgrades and how much of the \$19 million is for upgrades to power

supplies. Is this program on track? I will put those on notice as well, but if you could take them on notice.

Mr GAMMIE: If I could just add, in regard to the Westmead to Granville signalling upgrade, which will increase the capacity of the western line, this program includes new signals and trackside equipment, modifying existing cabling and the rail control system. It is scheduled to be completed in 2016.

ANSWER:

I am advised:

The Western Sydney Rail Upgrade program final business case is currently being prepared to finalise costs, scope and timing of the program.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENTARY SERVICES: 11 September 2015

QUESTION:

Dr MEHREEN FARUQI: Thank you. Minister, do you have any figures on how many service interruptions or interruptions to service due to tracks and supply take place every year?

Mr ANDREW CONSTANCE: I would have to take that on notice. In terms of track possessions, obviously these have to be well planned in advance because of the very nature of the network. We try to minimise disruption across the whole network in that regard, so if I can come back to you with the right estimates.

Dr MEHREEN FARUQI: If you could take that on notice, that would be great.

ANSWER:

I am advised:

The future trackwork calendar is available on the Sydney Trains website.

The calendar provides customers with 6 months advance notice of all scheduled trackwork over the Sydney Trains network.

On average, between 2009 and 2014, there have been 210 planned trackwork events per year over the Sydney Trains network.

BUDGET ESTIMATES COMMITTEE -BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

Dr MEHREEN FARUQI: Thank you, Minister. Minister, how many staff are employed by Transport for NSW to work on the Sydney Metro Northwest project?

Mr STAPLES: Just to clarify? How many Transport for NSW?

Dr MEHREEN FARUQI: Yes, how many Transport for NSW staff are working on the Sydney Metro Northwest project?

Mr STAPLES: It would be approximately 80 employees working within the Transport for NSW Sydney Metro delivery office.

Dr MEHREEN FARUQI: Mr Staples, how many media and communications staff are working on the project with Transport for NSW?

Mr STAPLES: So in terms of staff, we have a person who runs our stakeholder and community area and a couple of other employees, but it is a very small number.

Dr MEHREEN FARUQI: How many?

Mr STAPLES: It is a few people who are actual Government employees in that area. If you want a specific number I am happy to take that on notice.

Dr MEHREEN FARUQI: A ball park figure will do for now and then specific on notice.

Mr STAPLES: Yes, it is a few people who are Government employees.

Dr MEHREEN FARUQI: A few? 10, 20?

Mr STAPLES: No, it is three or four people in total.

Dr MEHREEN FARUQI: How many technical staff are employed?

Mr STAPLES: We have 80 or so employees.

Dr MEHREEN FARUQI: Are all the others technical staff?

Mr STAPLES: No, it is a combination because, just to sit back and think about Sydney Metro and what we are trying to do over all the scheme, it is very much a customer-facing product drive with a whole series of technical engineering things to be done. So we have people who look at it through a customer prism, in terms of customer requirements and we have people?

Dr MEHREEN FARUQI: Would you please take that on notice, I wanted specific numbers, if that is okay?

ANSWER:

I am advised:

The total headcount of permanent employees in Sydney Metro Delivery Office as at 30 June 2015 was 76, including 9 stakeholder and communications staff, five of which work on the Northwest project.

BUDGET ESTIMATES COMMITTEE – BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Minister, how many minutes per hour will east-west traffic be able to cross George Street?

Mr ANDREW CONSTANCE: I am happy to take that question on notice.

Ms PRENDERGAST: We will take that on notice and report in a couple of years because, to be quite honest, the end state?

The Hon. PENNY SHARPE: That is extraordinarily rude.

Ms PRENDERGAST: I am sorry?

The Hon. DANIEL MOOKHEY: You have taken it on notice, thank you. The answer is complete. Minister, how will east-west traffic on King, Market, Park and Druiitt streets be impacted?

Ms PRENDERGAST: There are two different impacts: one during construction and one post construction.

The Hon. DANIEL MOOKHEY: Sorry, but I asked my question of the Minister.

Mr ANDREW CONSTANCE: This is not a game of gotcha; this is a very serious project.

CHAIR: Order! It is important that we all listen very carefully as to whom the question is addressed. In this case, I think it was addressed to the Minister.

The Hon. DANIEL MOOKHEY: Would you like me to repeat my question, Minister?

Mr ANDREW CONSTANCE: No. I just refer you to my previous answer.

The Hon. DANIEL MOOKHEY: The one that you are taking on notice?

Mr ANDREW CONSTANCE: That would be the one.

The Hon. DANIEL MOOKHEY: So you are taking this one on notice as well?

Mr ANDREW CONSTANCE: It seems like it.

ANSWER:

I am advised:

The SCATS traffic control system is used in Sydney CBD to optimise traffic flow, including east-west traffic movements. The system is adaptive and allows the real time management of the network signals in line with intersection demand, time of day, network coordination and the size and complexity of intersections.

East-west flow on CBD streets is currently stopped to allow north-south flow on George street.

The system will continue to operate during light rail operation.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Mr Reardon, did Transport for NSW conduct or receive modelling in respect of the impact of the light rail on Cleveland Street, Anzac Parade and Lang Road?

Mr REARDON: I think I have indicated before that we have undertaken a range of modelling and that modelling looks at the area around the light rail route. So for the CBD and south-east light rail route we would do a precinct model. You might have to repeat the three routes you referred to.

The Hon. DANIEL MOOKHEY: Cleveland Street, Anzac Parade and Lang Road.

Mr REARDON: Yes.

The Hon. DANIEL MOOKHEY: What does the modelling show?

Mr REARDON: I would have to take that question on notice because it would require a detailed answer and I am not sure that is available to us in terms of the time to respond to that.

ANSWER:

I am advised:

Traffic and transport modelling was undertaken as part of the Environmental Impact Statement available on the Sydney Light Rail website.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

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QUESTION:

The Hon. DANIEL MOOKHEY: Have you modelled the effect of the light rail on intersections like Bridge and Grosvenor, Elizabeth and Devonshire, Anzac and Cleveland?

Mr REARDON: Yes.

The Hon. DANIEL MOOKHEY: Does that modelling show that those intersections will be interrupted 60 times per day?

Mr REARDON: Again, are you talking about post?

The Hon. DANIEL MOOKHEY: I cannot hear, Minister, when you are talking over your officials.

Mr REARDON: operations or during?

The Hon. DANIEL MOOKHEY: Sorry?

Mr REARDON: Post operations or during construction?

The Hon. DANIEL MOOKHEY: Both. I will be quite clear. Is it likely to be interrupted 60 times per day post construction?

Mr REARDON: I am not sure what you mean by 60 times per day.

Mr ANDREW CONSTANCE: I presume you mean that trains will have to cross the intersections, which is what happens.

The Hon. DANIEL MOOKHEY: Will they be crossing the intersections 60 times per day?

Mr REARDON: In terms of the timetable? If you are quoting from a figure that is in the public domain you might indicate that to me, but the timetable will be the timetable.

The Hon. DANIEL MOOKHEY: I am not. Would you like to take the question on notice?

Mr REARDON: Sure.

ANSWER:

I am advised:

No. At commencement of operations, light rail services will operate every four minutes in the CBD.

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QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Minister, I do understand the point you made before and I will now ask you directly. Does the Government maintain its view that the light rail will replace 220 bus services per hour?

Mr ANDREW CONSTANCE: We have said that we are going to introduce a light rail project that will remove buses from Sydney streets. Obviously it will provide the opportunity to move 9,000 passengers per hour, particularly from the Eastern Suburbs?in and around the university, the hospital, Kensington, Randwick, through to the city and down to Circular Quay. I do not think there is any secret in the fact that if you introduce a light rail service that it will result in a reduction of the number of bus movements into town.

The Hon. DANIEL MOOKHEY: How many bus services per hour?

Mr ANDREW CONSTANCE: We are aiming to remove 220 buses from Sydney streets as a result of this project.

The Hon. DANIEL MOOKHEY: You said you are "aiming". What do you mean by that?

Mr ANDREW CONSTANCE: We have more than 1,000 services in terms of buses coming into town of a morning. The buses will continue to provide an important transport mode for people into the city.

The Hon. DANIEL MOOKHEY: Is it correct to say that the figure of 220 is an aspirational figure?

Mr ANDREW CONSTANCE: Ms Prendergast will answer that question.

Ms PRENDERGAST: With the advent of light rail servicing to and from journeys from the south-east, and providing that incredible spine through the city to access the CBD, we forecast that we will remove 220 buses from the CBD every day during the three-hour peak period.

The Hon. DANIEL MOOKHEY: Did you say 220 per day?

Ms PRENDERGAST: Per day.

The Hon. DANIEL MOOKHEY: Not per hour?

Ms PRENDERGAST: I would have to clarify that. Two hundred and twenty buses will be removed from the CBD

ANSWER:

I am advised:

As outlined in the Sydney City Centre Access Strategy, the CBD and South East Light Rail project and bus network changes will result in 220 fewer buses entering the city centre in the morning peak hour between 8.00am and 9.00am.

Detailed planning of affected bus services will be finalised closer to the commencement of light rail operations in 2019.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

Dr MEHREEN FARUQI: Thank you. Minister, there was a \$50 million variation to that contract recently. Would you tell me how much of that money was spent on cleaning up the asbestos? What was the rest for?

Mr ANDREW CONSTANCE: The Skytrain contract is \$387 million. There were variations associated with the remediation of the site. I can provide the breakdown of that. There have been other improvements to the scope of the project.

Dr MEHREEN FARUQI: Could you take that on notice and provide information on how much of the \$50 million was spent on cleaning up asbestos.

Mr ANDREW CONSTANCE: I am happy to answer your question.

Dr MEHREEN FARUQI: Do you know how much of the \$50 million was spent on asbestos removal and how much was spent on other things?

Mr ANDREW CONSTANCE: I was about to outline the other things.

Dr MEHREEN FARUQI: I need to know the breakdown for asbestos and other things.

Mr ANDREW CONSTANCE: We might be able to provide that breakdown. It depends on the commercial sensitivities of the contract. I will take the question on notice, and if I can answer it I will

ANSWER:

I am advised:

The breakdown of the contract sum is considered to be commercial in confidence.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Minister, given that George Street is not going to be fully pedestrianised under your light rail proposal, how many vehicles, both cars and delivery trucks, will be driving through the pedestrian zone each day?

Mr ANDREW CONSTANCE: I will throw that over to the CBD coordinator general to respond to that.

Ms PRENDERGAST: We have 35,000 delivery vehicles come into the CBD every day. We are just doing the quantification of those that will still need to move into the George Street zone. Of course, during construction and post construction, there will be a lane available for local access delivery and, of course, for emergency services.

The Hon. DANIEL MOOKHEY: Does that apply just to delivery trucks or does that include cars?

Ms PRENDERGAST: It includes local residents needing to access either by taxi or their private vehicle into their driveway for apartments, delivery vehicles, tradies and, of course, emergency vehicles.

The Hon. DANIEL MOOKHEY: How many residents are in the pedestrian zone?

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

ANSWER:

I am advised:

This is a matter for City of Sydney.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Do you know how many cars are in the pedestrian zone or registered with the City of Sydney as to having permissible parking in that area?

Ms PRENDERGAST: I would have to take that on notice also.

ANSWER:

I am advised:

This is a matter for City of Sydney.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: Minister, how many minutes an hour will east-west traffic be able to cross George Street?

Mr ANDREW CONSTANCE: I will take that on notice.

ANSWER:

I am advised:

The SCATS traffic control system is used in Sydney CBD to optimise traffic flow, including east-west traffic movements. The system is adaptive and allows the real time management of the network signals in line with intersection demand, time of day, network coordination and the size and complexity of intersections.

The volume of east-west traffic currently crossing George Street varies based on these factors.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: The Hon. Daniel Mookhey MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

The Hon. DANIEL MOOKHEY: How many minutes an hour of east-west traffic currently crosses George Street?

Ms PRENDERGAST: I would have to take that on notice. That is part of the detailed modelling.

ANSWER:

I am advised:

The SCATS traffic control system is used in Sydney CBD to optimise traffic flow, including east-west traffic movements. The system is adaptive and allows the real time management of the network signals in line with intersection demand, time of day, network coordination and the size and complexity of intersections.

The volume of east-west traffic currently crossing George Street varies based on these factors.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

Dr MEHREEN FARUQI: Minister, the State Transit Authority [STA] states on its quarterly performance reports that it is committed to growing patronage. How do you rate the performance of Newcastle buses in terms of meeting that commitment: poor, very poor, or a total failure?

Mr ANDREW CONSTANCE: I am glad I have been asked that question because I have a response in relation to Newcastle buses. On average, about 65,000 customer trips per month using the bus services which are replacing the train services between Hamilton and Newcastle station. They started operating on 26 December 2014.

Dr MEHREEN FARUQI: Minister, I am asking about the loss of patronage. Hopefully you are aware there were 88,000 fewer trips taken on Newcastle buses and ferries in the September 2014 quarter compared to the same quarter in 2013, and in the year before that there was a similar story. Could you or Mr Reardon please illustrate which particular routes and areas are specifically suffering?

Mr ANDREW CONSTANCE: I will take that question on notice if you are concerned about individual routes, and I am happy to provide that feedback to the Committee. I have a list of patronage numbers based on month by month.

Dr MEHREEN FARUQI: I have the list of patronage numbers also that was published. Which areas are being impacted? We know that part of that impact could be because of the closure of the rail line.

Mr ANDREW CONSTANCE: I will take those questions on notice.

ANSWER:

I am advised:

Newcastle and Lake Macquarie Local Government Areas have undergone considerable change since the last network review in 2008. New regional centres of employment and commercial activity have emerged and there has been a considerable change in the distribution and demographic characteristics of the population. These changes have had an impact on the way people in Newcastle and Lake Macquarie travel.

BUDGET ESTIMATES COMMITTEE - BUDGET ESTIMATES QUESTION

QUESTION: Transcript

ASKED BY: Dr Mehreen Faruqi MLC

NOTICE GIVEN: 1 September 2015

DUE TO PARLIAMENT: 25 September 2015

QUESTION:

Dr MEHREEN FARUQI: Coming to the key station, could you inform the Committee of the expected completion date for the Redfern lift project?

Mr ANDREW CONSTANCE: I would have to take that on notice.

Dr MEHREEN FARUQI: You would know that a single lift is being installed on platforms 6 and 7. Are there plans to install lifts on any other platforms at Redfern station?

Mr REARDON: We will go through the scope of work we have in front of us at the moment. Like every other station, we will continue to track what patronage does through a station before we take any further steps.

Dr MEHREEN FARUQI: Most people know that Redfern station has huge patronage and so?

Mr REARDON: As do many others.

Dr MEHREEN FARUQI: it does require lifts. What is the budget for the Redfern lift project?

Mr ANDREW CONSTANCE: I will take it on notice and get back to you. We have some commercial sensitivities around the projects we are doing under the Transport Access Program. I am happy to take that on notice.

ANSWER:

I am advised:

The current accessibility upgrade at Redfern Station includes installation of a 27 person lift for Platform 6 and 7, new lighting, public announcement speakers, CCTV around the lift area, canopy extension and works to provide accessibility at Lawson Street. The upgrade is expected to be completed this year.

The budget for the project is approximately \$6 million.

Lifts on other platforms at Redfern Station are being considered as part of the Transport Access Program.