

Budget Estimates Hearing 2nd March 2020

Supplementary Questions

Question – On demand

1. How many trials are ongoing?
2. How much have they cost to date?
3. How much have you spent per passenger on trials?
4. How many people were using it?
5. Has it been a net reduction in cost compared to fixed service?
6. What was cost recovery ratio of fixed vs on demand?
7. Are there new trials planned?
8. Will companies conduct the trial be able to retain vehicles or other equipment procured for the purpose of the trial?
 - (a) If so, which vehicles?
 - (b) In which trial areas?
 - (c) What was the procurement cost of each vehicle or piece of equipment being retained?

ANSWER

I am advised:

1. 14 trials are in operation.
2. The contract price is publicly available on the NSW Government's eTender website - <https://tenders.nsw.gov.au>.
- 3–4. Transport for NSW does not evaluate the On Demand Pilots on a 'per passenger' basis. The total number of passenger trips as of January 2020 has been 742,418 for On Demand pilots.
- 5-6. I refer you to Minister Constance's response to Supplementary Questions 395-400 from the 30 August 2019 Transport and Roads Budget Estimates Hearing.
7. No.
8. I refer you to Minister Constance's response to Supplementary Question 402 from the 30 August 2019 Transport and Roads Budget Estimates.

Question – Major projects

9. What is the forecast final cost for following projects:
 - (a) Muswellbrook Bypass?
 - (b) New England Highway, Belford to Golden Highway Upgrade?
 - (c) New England Highway, Singleton Bypass?
 - (d) New England Highway, Scone Bypass?
 - (e) New England Highway, Bolivia Hill Upgrade?
 - (f) New England Highway, Tenterfield Heavy vehicle Bypass?
 - (g) New England Highway, Heavy Duty Pavement?
 - (h) Newell Highway, Overtaking Lanes Package?
 - (i) Newell Highway, New Dubbo Bridge?
 - (j) Newell Highway, Improvements through Coonabarabran?
 - (k) Newell Highway, North Moree Heavy Duty Pavement?

- (l) Pacific Highway and Manns Road, Narara Creek Road to Parsons Road?
- (m) Pacific Highway, Woolgoolga to Ballina?
- (n) Pacific Highway, Coffs Harbour Bypass?
- (o) Pacific Motorway, John Renshaw Drive and Weakleys Drive Intersection Upgrade?
- (p) Princes Highway, Nowra Bridge Replacement over Shoalhaven River?
- (q) Batemans Bay Bridge Replacement?
- (r) Golden Highway Safety and Productivity Works
- (s) Barton Highway Improvements?
- (t) Ellerton Drive Extension, Queanbeyan Bypass?
- (u) Kings Highway, Nelligen Bridge Replacement?
- (v) Hunter Pinch Points?
- (w) Pacific Highway (City Road) intersection upgrades at Northcott Drive and Kahibah Road Highfields
- (x) Gunnedah Second Road over Rail Bridge?
- (y) Dignams Creek Realignment?
- (z) Silver City and Cobb Highway Seal Extension?
- (aa) Bruxner Highway, Replacement Bridge over Clarence River?
- (bb) Cobb Highway, New Murray River Bridge?
- (cc) Cobb Highway, approach roadworks for New Echuca – Moama Bridge over the Murray River?
- (dd) Warnervale Link Road, Albert Warner Drive to Pacific Highway?
- (ee) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- (ff) North Moree Heavy Duty Pavement?
- (gg) North Narrabri to Moree Heavy Duty Pavement?
- (hh) Tabulam Bridge?
- (ii) Burley Griffin Way and Irrigation Way intersection upgrade?

10. What is the BCR for the following projects?

- (a) Muswellbrook Bypass?
- (b) New England Highway, Belford to Golden Highway Upgrade?
- (c) New England Highway, Singleton Bypass?
- (d) New England Highway, Scone Bypass?
- (e) New England Highway, Bolivia Hill Upgrade?
- (f) New England Highway, Tenterfield Heavy vehicle Bypass?
- (g) New England Highway, Heavy Duty Pavement?
- (h) Newell Highway, Overtaking Lanes Package?
- (i) Newell Highway, New Dubbo Bridge?
- (j) Newell Highway, Improvements through Coonabarabran?
- (k) Newell Highway, North Moree Heavy Duty Pavement?
- (l) Pacific Highway and Manns Road, Narara Creek Road to Parsons Road?
- (m) Pacific Highway, Woolgoolga to Ballina?
- (n) Pacific Highway, Coffs Harbour Bypass?
- (o) Pacific Motorway, John Renshaw Drive and Weakleys Drive Intersection Upgrade?
- (p) Princes Highway, Nowra Bridge Replacement over Shoalhaven River?
- (q) Batemans Bay Bridge Replacement?

- (r) Golden Highway Safety and Productivity Works
- (s) Barton Highway Improvements?
- (t) Ellerton Drive Extension, Queanbeyan Bypass?
- (u) Kings Highway, Nelligen Bridge Replacement?
- (v) Hunter Pinch Points?
- (w) Pacific Highway (City Road) intersection upgrades at Northcott Drive and Kahibah Road Highfields
- (x) Gunnedah Second Road over Rail Bridge?
- (y) Dignams Creek Realignment?
- (z) Silver City and Cobb Highway Seal Extension?
- (aa) Bruxner Highway, Replacement Bridge over Clarence River?
- (bb) Cobb Highway, New Murray River Bridge?
- (cc) Cobb Highway, approach roadworks for New Echuca – Moama Bridge over the Murray River?
- (dd) Warnervale Link Road, Albert Warner Drive to Pacific Highway?
- (ee) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- (ff) North Moree Heavy Duty Pavement?
- (gg) North Narrabri to Moree Heavy Duty Pavement?
- (hh) Tabulam Bridge?
- (ii) Burley Griffin Way and Irrigation Way intersection upgrade?

11. What is the Budget allocation for the following projects?

- (a) Muswellbrook Bypass?
- (b) New England Highway, Belford to Golden Highway Upgrade?
- (c) New England Highway, Singleton Bypass?
- (d) New England Highway, Scone Bypass?
- (e) New England Highway, Bolivia Hill Upgrade?
- (f) New England Highway, Tenterfield Heavy vehicle Bypass?
- (g) New England Highway, Heavy Duty Pavement?
- (h) Newell Highway, Overtaking Lanes Package?
- (i) Newell Highway, New Dubbo Bridge?
- (j) Newell Highway, Improvements through Coonabarabran?
- (k) Newell Highway, North Moree Heavy Duty Pavement?
- (l) Pacific Highway and Manns Road, Narara Creek Road to Parsons Road?
- (m) Pacific Highway, Woolgoolga to Ballina?
- (n) Pacific Highway, Coffs Harbour Bypass?
- (o) Pacific Motorway, John Renshaw Drive and Weakleys Drive Intersection Upgrade?
- (p) Princes Highway, Nowra Bridge Replacement over Shoalhaven River?
- (q) Batemans Bay Bridge Replacement?
- (r) Golden Highway Safety and Productivity Works
- (s) Barton Highway Improvements?
- (t) Ellerton Drive Extension, Queanbeyan Bypass?
- (u) Kings Highway, Nelligen Bridge Replacement?
- (v) Hunter Pinch Points?
- (w) Pacific Highway (City Road) intersection upgrades at Northcott Drive and Kahibah Road Highfields
- (x) Gunnedah Second Road over Rail Bridge?

- (y) Dignams Creek Realignment?
- (z) Silver City and Cobb Highway Seal Extension?
- (aa) Bruxner Highway, Replacement Bridge over Clarence River?
- (bb) Cobb Highway, New Murray River Bridge?
- (cc) Cobb Highway, approach roadworks for New Echuca – Moama Bridge over the Murray River?
- (dd) Warnervale Link Road, Albert Warner Drive to Pacific Highway?
- (ee) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- (ff) North Moree Heavy Duty Pavement?
- (gg) North Narrabri to Moree Heavy Duty Pavement?
- (hh) Tabulam Bridge?
- (ii) Burley Griffin Way and Irrigation Way intersection upgrade?

12. What is the planned completion date for the following projects?

- (a) Muswellbrook Bypass?
- (b) New England Highway, Belford to Golden Highway Upgrade?
- (c) New England Highway, Singleton Bypass?
- (d) New England Highway, Scone Bypass?
- (e) New England Highway, Bolivia Hill Upgrade?
- (f) New England Highway, Tenterfield Heavy vehicle Bypass?
- (g) New England Highway, Heavy Duty Pavement?
- (h) Newell Highway, Overtaking Lanes Package?
- (i) Newell Highway, New Dubbo Bridge?
- (j) Newell Highway, Improvements through Coonabarabran?
- (k) Newell Highway, North Moree Heavy Duty Pavement?
- (l) Pacific Highway and Manns Road, Narara Creek Road to Parsons Road?
- (m) Pacific Highway, Woolgoolga to Ballina?
- (n) Pacific Highway, Coffs Harbour Bypass?
- (o) Pacific Motorway, John Renshaw Drive and Weakleys Drive Intersection Upgrade?
- (p) Princes Highway, Nowra Bridge Replacement over Shoalhaven River?
- (q) Batemans Bay Bridge Replacement?
- (r) Golden Highway Safety and Productivity Works
- (s) Barton Highway Improvements?
- (t) Ellerton Drive Extension, Queanbeyan Bypass?
- (u) Kings Highway, Nelligen Bridge Replacement?
- (v) Hunter Pinch Points?
- (w) Pacific Highway (City Road) intersection upgrades at Northcott Drive and Kahibah Road Highfields
- (x) Gunnedah Second Road over Rail Bridge?
- (y) Dignams Creek Realignment?
- (z) Silver City and Cobb Highway Seal Extension?
- (aa) Bruxner Highway, Replacement Bridge over Clarence River?
- (bb) Cobb Highway, New Murray River Bridge?
- (cc) Cobb Highway, approach roadworks for New Echuca – Moama Bridge over the Murray River?
- (dd) Warnervale Link Road, Albert Warner Drive to Pacific Highway?

- (ee) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train?
- (ff) North Moree Heavy Duty Pavement?
- (gg) North Narrabri to Moree Heavy Duty Pavement?
- (hh) Tabulam Bridge?
- (ii) Burley Griffin Way and Irrigation Way intersection upgrade?

ANSWER

I am advised:

9-12. Transport for NSW provides public information on estimated project costs and indicative dates at different stages of the project lifecycle. Costs and dates may change for a number of reasons including:

- Change of project scope (which may be due to a number of reasons including, without limitation, community requirements, changes resulting from technical/site conditions etc.)
- Staging, funding, acquisitions, planning approvals, rail possessions and procurement method, as stated in the Transport for NSW Pipeline document
- Changes to the prioritisation of transport projects
- External impacts from natural disasters.

a) Muswellbrook Bypass

- The NSW Government has committed \$266 million to this project.
- Planning for this project remains ongoing.
- The 2019-20 NSW Budget allocation is \$4 million.
- The concept design and environmental assessment is under development. Transport for NSW will provide further public announcements following the finalisation of these steps.

b) New England Highway, Belford to Golden Highway Upgrade

- The NSW Government announced \$85 million under the Rebuilding NSW Plan for the upgrade, with \$1.9million committed in 2019-20 to continue planning and start early work.
- Infrastructure NSW pipeline document lists the value of the project to cost between \$50 and \$100 million. This estimation relates to the project tiering process and not the budgeting process for the project.
- Transport for NSW plans to invite tenders for the project in the first half of 2020.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

c) New England Highway, Singleton Bypass

- The NSW Government has committed \$92 million to this project. Planning for this project remains ongoing.
- Infrastructure NSW pipeline document lists the value of the project to cost in excess of \$500 million. This estimation relates to the project tiering process and not the budgeting process for the project.
- The 2019-20 NSW Budget allocation is \$2.747 million.

- Following the public display of the Concept Design and Review of Environmental Factors which recently closed for submissions, Transport for NSW is preparing a submissions report summarising and providing a response to submissions received for the proposal.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

d) New England Highway, Scone Bypass

- The estimated total cost is \$137 million, with a 2019-20 NSW Budget allocation of \$28.702 million.
- The Bypass was opened to traffic in March 2020.

e) New England Highway, Bolivia Hill Upgrade

- The estimated total cost is \$80 million, with a 2019-20 NSW Budget allocation of \$30.362 million.
- The project is expected to be completed in 2021, weather permitting.

f) New England Highway, Tenterfield Heavy vehicle Bypass

- This project is currently approved for planning only, which is ongoing. The 2019-20 NSW Budget allocation for the project is \$3.403 million.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

g) New England Highway, Heavy Duty Pavement

- Transport for NSW does not have a project of this name.

h) Newell Highway, Overtaking Lanes Package

- The NSW Government has announced a program alliance with BMD to deliver at least 30 overtaking lanes along the Newell Highway with a 2019-20 NSW Budget allocation of \$52.405 million.
- The project is expected to be completed in 2023.

i) Newell Highway, New Dubbo Bridge

- The NSW Government has allocated \$25.882 million to the New Dubbo Bridge project in 2019-20.
- The estimated cost of the project is \$140 million and it is expected to be completed in 2025.

j) Newell Highway, Improvements through Coonabarabran

- This project is currently approved for planning only, which is ongoing.
- The 2019-20 NSW Budget allocation to this project is \$3.284 million.
- Following the identification of the preferred route, Transport for NSW is gathering information and completing further studies to form part of the Review of Environment Factors.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

k) Newell Highway, North Moree Heavy Duty Pavement

- This project is currently approved for planning only, which is ongoing.

- The 2019-20 NSW Budget allocation for this project is \$1.7 million.

l) Pacific Highway and Manns Road, Narara Creek Road to Parsons Road

- This project is currently approved for planning only, which is currently ongoing.
- The 2019-20 NSW Budget allocation to this project is \$0.956 million.

m) Pacific Highway, Woolgoolga to Ballina

- The estimated total cost is \$4.945 billion, with a 2019-20 NSW Budget allocation of \$792.336 million.
- The project will progressively open to traffic throughout 2020.

n) Pacific Highway, Coffs Harbour Bypass

- The estimated total cost is \$1.8 billion, with a 2019-20 NSW Budget allocation of \$23.364 million.
- The project is targeted to be completed by 2025 but subject to planning approval and procurement, and weather depending.

o) Pacific Motorway, John Renshaw Drive and Weakleys Drive Intersection Upgrade

- The project was completed in March 2019, with a total cost of \$33.6 million.

p) Princes Highway, Nowra Bridge Replacement over Shoalhaven River

- The estimated total cost is \$342 million, with a 2019-20 NSW Budget allocation of \$29.504 million.
- The project is expected to be completed in 2024.

q) Batemans Bay Bridge Replacement

- The estimated total cost is \$274 million, with a 2019-20 NSW Budget allocation of \$88 million.
- The project is expected to be completed in 2023.

r) Golden Highway Safety and Productivity Works

- The estimated total cost is \$133 million, with a 2019-20 NSW Budget allocation of \$47.17 million.
- The project is expected to be completed in 2021.

s) Barton Highway Improvements

- The NSW and Australian Government have committed \$200 million to this project. Planning for this project remains ongoing. The project is planned to be completed in 2023.
- Following the identification of the preferred route, Transport for NSW is seeking comment on through the public display for the Review of Environment Factors.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

t) Ellerton Drive Extension, Queanbeyan Bypass

- The estimated total cost is \$86 million, with a 2019-20 NSW Budget allocation of \$31.004 million.
- The project is expected to be completed in 2020.

u) Kings Highway, Nelligen Bridge Replacement

- The NSW Government has allocated \$13 million in the 2019-20 NSW Budget.

v) Hunter Pinch Points

- The estimated total cost is \$23.5 million, with a 2019-20 NSW Budget allocation of \$6.144 million.

w) Pacific Highway (City Road) intersection upgrades at Northcott Drive and Kahibah Road Highfields

- The NSW Government is investing \$12 million to upgrade the intersections of City Road (Pacific Highway) at Kahibah Road and Northcott Drive to improve traffic flow and safety. A contract for detailed design was awarded in March 2020.
- After the detailed design phase, Transport for NSW expects to call tenders during 2020 to deliver the upgrade. Construction is expected to take up to 12 months to complete.

x) Gunnedah Second Road over Rail Bridge

- The estimated total cost is \$61 million, with a 2019-20 NSW Budget allocation of \$19.612 million.
- The project is expected to be completed in 2021.

y) Dignams Creek Realignment

- Major work for the Princes Highway upgrade at Dignams Creek is now complete.
- The \$45 million upgrade, 20 kilometres south of Narooma, has improved road safety by widening the current highway for about 800 metres and building a new two kilometre section to current highway standards. It also involved building new bridges over Dignams Creek and Dignams Creek Road.
- Major work for the upgrade was completed two months ahead of schedule in April 2019.

z) Silver City and Cobb Highway Seal Extension

- The estimated total cost is \$210 million, with a 2019-20 NSW Budget allocation of \$44.269 million.
- Infrastructure NSW pipeline document lists the value of the project to cost between \$100 and \$250 million. This estimation relates to the project tiering process and not the budgeting process for the project.
- The project is expected to be completed in 2023.

aa) Bruxner Highway, Replacement Bridge over Clarence River

The estimated total cost is \$48 million, with a 2019-20 NSW Budget allocation of \$9.868 million.

The project is expected to be completed in 2020.

bb) Cobb Highway, New Murray River Bridge

- This project is funded through a tripartite arrangement with the Victorian, NSW and Commonwealth Governments. The project is being managed by VicRoads. The NSW Government has committed \$87 million to this, part of which contributes to the approach roadworks on the NSW side of the border which is managed by Transport for NSW. The NSW Government's contribution to the project in 2019-20 was \$35.851 million.
- The Transport for NSW component of the project is currently scheduled to be completed in 2021.

cc) Cobb Highway, approach roadworks for New Echuca – Moama Bridge over the Murray River

- Please refer to the response under bb) Cobb Highway, New Murray River Bridge.

dd) Warnervale Link Road, Albert Warner Drive to Pacific Highway

- This project is currently approved for planning only, which is ongoing.
- Following community consultation on the draft strategic design, Transport for NSW is currently developing a concept design.
- Transport for NSW will provide further public announcements following the finalisation of these steps.

ee) Work Fleet Augmentation and Replacement Program, and Mobile Maintenance Train

- No forecast total cost or completion date has been determined for this project.

ff) North Moree Heavy Duty Pavement

- Refer to response under k) Newell Highway, North Moree Heavy Duty Pavement.

gg) North Narrabri to Moree Heavy Duty Pavement

- Infrastructure NSW pipeline document lists the value of the project to cost between \$250 and \$500 million. This estimation relates to the project tiering process and not the budgeting process for the project.
- This project is currently approved for planning only, which is ongoing.
- The NSW Government allocated \$1.7 million to the project in the 2019-20 NSW Budget.

hh) Tabulam Bridge

- Please refer to the response under aa) Bruxner Highway, Replacement Bridge over Clarence River.

ii) Burley Griffin Way and Irrigation Way intersection upgrade

- The NSW and Australian governments have committed \$8.8 million to upgrade the Burley Griffin Way and Irrigation Way intersection at Yoogali, east of Griffith. Upgrade of the level crossing and major construction is expected to be completed by the end of 2020.

Question – Station access

13. Have you commenced or completed a plan for upgrading every station on the network to be wheelchair accessible?
14. When will the following railway stations comply with the Disability Standards for *Accessible Public Transport 2002*:
- (a) Blayney?
 - (b) Byron Bay Interchange?
 - (c) Casino?
 - (d) Dubbo?
 - (e) Goulburn?
 - (f) Grafton?
 - (g) Griffith?
 - (h) Gunnedah?
 - (i) Moree?
 - (j) Narrabri?
 - (k) Parkes?
 - (l) Queanbeyan?
 - (m) Taree?
 - (n) Wauchope?

ANSWER

I am advised:

13. Yes. Work is underway to complete compliance audits across the transport network to determine what upgrades are required in line with the Disability Standards for Accessible Public Transport 2002. There are currently 51 projects that are in planning. This includes 23 stations in Sydney Metropolitan, 15 Intercity stations and 13 Regional stations. The 2019-20 NSW Budget provides more than \$300 million to improve accessibility for rail customers, part of an \$885 million spend on the Transport Access Program over four years, taking the NSW Government's total investment to over \$2 billion. Almost 90 per cent of customer journeys now begin from accessible locations. There have been 63 more stations made wheelchair accessible since 2011.
14. The full list of stations to be upgraded over the next four years is available on the Transport for NSW website and is updated regularly as work at each station progresses.
- (a) Blayney – Early 2021
 - (b) Byron Bay Interchange – Mid 2021
 - (c) Casino - 2023

- (d) Dubbo - 2023
- (e) Goulburn – Mid 2021
- (f) Grafton - 2023
- (g) Griffith - 2023
- (h) Gunnedah - 2021
- (i) Moree - 2023
- (j) Narrabri - 2023
- (k) Parkes – Early 2021
- (l) Queanbeyan - 2023
- (m) Taree - 2023
- (n) Wauchope – Early 2021

Question – Legal expenditure

15. What is the total budget allocation for legal advice for Standing Order 52 ‘Order for the Production of Papers?’
- (a) How much has been spent in each month since January 2019?
 - (b) Which law firms were engaged to provide advice?
 - (c) Was the legal advice accepted and applied in each case?
 - i. If not, which return for Standing Order 52 did not accept or apply the legal advice provided?

ANSWER

I am advised:

This is a matter for the Minister for Transport and Roads.

Question – Efficiency dividends

16. What was the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in 2018-19?
17. What is the forecast efficiency dividend saving for each department, statutory agency and/or other body within your portfolio in
- (a) 2019-20?
 - (b) 2020-21?
 - (c) 2021-22?
18. What was the total efficiency dividend that was achieved for each department, statutory agency and/or other body within your portfolio between 2011-12 and 2018-19 inclusively?

ANSWER

I am advised:

Savings from the NSW Government’s efficiency dividend are outlined in the Budget papers.

Question – Unmanned aerial services

19. How much has been spent on Unmanned Aerial Services for the following financial years:
- (a) 2015-16
 - (b) 2016-17
 - (c) 2017-18
 - (d) 2018-2019
 - (e) 2019-present?

ANSWER

I am advised:

The Financial Statements, including expenditure, are available in the agency annual reports.

Question – Regional roads reclassification

- 20. What are the reporting timelines for the expert panel announced for regional roads reclassification announced on 23 January 2020?
- 21. What are the Terms of Reference for the expert panel announced for regional roads reclassification?
- 22. How many times has the Minister met with the expert panel for regional roads reclassification?
- 23. How frequently will the expert panel for regional roads reclassification meet?
- 24. How frequently will the Minister meet with the expert panel for regional roads reclassification?
- 25. When will the discussion paper and consultation strategy be drafted?
- 26. When will the discussion paper and consultation strategy be available to the public?
- 27. When will the guidelines for the selection of up to 15,000 kilometres of road be complete?
- 28. Which councils will the expert panel consult with?
- 29. Which key stakeholders will the expert panel consult with?
- 30. When will the capital maintenance costs be known to government?
- 31. When will the maintenance costs be known to government?
- 32. Why was the selection of the panel delayed until 2020?

ANSWER

I am advised:

20-21. Current milestone dates for key activities of the Independent Panel (the panel) are available in the draft Terms of Reference and will be updated regularly. These are available on the project webpage:

<https://www.rms.nsw.gov.au/business-industry/partners-suppliers/lqr/arrangements-councils/road-classification-review.html>

22-24. There is no standing meeting between the Minister and the panel. The panel is operating independently and will report to the Minister in line with the parameters set out in the draft Terms of Reference. The panel may

- determine its own meeting schedule based on the demands of the project. At present, the panel meets on a monthly basis.
- 25-26. The discussion paper and consultation strategy are being drafted and the release date being determined.
27. Criteria for the selection of roads under the Regional Road Transfer initiative are being considered as part of the deliberations of the panel in accordance with the Terms of Reference. The panel will undertake comprehensive consultation with local councils and industry on both the road classification review and regional road transfer.
28. The Panel will consult widely with councils and other stakeholders throughout the process. The Panel will provide an opportunity for all councils to offer feedback, either through attending a consultation session or by making a submission online.
29. This list will form a part of the consultation strategy.
- 30-31. This information will be provided in the panel's final report.
32. The appointment of the panel was progressed in line with the timeframe outlines in the panel's Terms of Reference. However, it was not considered appropriate to announce the Panel during the 2019/20 bushfire crisis. The Panel was announced on 23 January 2020.

Question – New intercity fleet

33. How many of the New Intercity Fleet carriages are actually in Australia right now?
(a) When will the remainder arrive?
34. What is the estimated delay to the program from the original planned dates?
35. When will the New Intercity Fleet enter revenue service?
36. Which lines will the New Intercity Fleet service first?
37. Which lines will be the last to receive the New Intercity Fleet?
38. What is the current projected cost of delivering the intercity fleet maintenance facility at Kangy Angy?
39. What is the total outturn cost of the access bridge to the Kangy Angy maintenance facility?
40. In December 2019 Transport for NSW engaged Metcalfe Rail Safety Ltd to carry out an independent desktop review of the NIF operating model.
(a) Did the author of the report physically view the NIF carriages?
(b) Will the Guard have a manual override on the traction interlocking system on the rear door?
(c) Have station by station audit of CCTV blackspots been undertaken to ensure passenger safety?
(d) What was the total cost of the Metcalfe Report?
(e) Was the report completed before the actual delivery of NIF trains to NSW?
(f) What is the total cost of infrastructure changes to support the NIF operations?
i. Platforms
ii. Signals

iii. Yards and sidings

iv. Tunnels

41. In the recent rain event that occurred on February 7-10 2020 did water retention ponds at the Kangy Angy site overflow?

ANSWER

I am advised:

33. The first two 10-carriage NIF trains arrived in December 2019.
(a) The remaining will arrive progressively from Easter 2020.
34. Any project of this scale can mean changes to timelines. Transport for NSW is working closely with the manufacturer on the delivery of the new NIF trains.
35. This will be confirmed once they have progressed through the early stages of testing.
- 36-37. The NIF will be introduced progressively, starting with the Central Coast and Newcastle Line, the Blue Mountains Line and then the South Coast Line.
38. The contract with John Holland to design and build the NIF maintenance facility at Kangy Angy is available on the NSW eTendering website.
39. The cost of the access bridge forms part of the maintenance facility design and construct contract.
40. (a) No. The expert safety review found the NIF operating model, supported by new safety technology, will be as safe or safer than comparable rail operations around the world.
(b) No. The train was designed with traction interlocking to make sure all doors are closed before the train can depart.
(c) Individual platform-to-train interface risk assessments are being completed for all platforms. Drivers will use CCTV during train departure and customer service guards will also be monitoring the CCTV so they no longer need to lean out of the door of a moving train to inspect the platform. The CCTV cameras offer guards full visibility of the entire length of the train, even on curved platforms and in bad weather.
(d) The cost of the Metcalfe Report is Commercial in Confidence.
(e) Yes.
(f) The cost of all infrastructure modifications to support the NIF are within the \$2.8 billion budget for the project.
41. The Kangy Angy area received over 400mm of rain during the four-day rain event in early February 2020, the worst storms the region has experienced in the last five years. This extreme rainfall was not unique to Kangy Angy, with widespread flooding experienced across many areas in NSW.
The rainfall exceeded the capacity of the sediment basins on the maintenance facility site and resulted in a release of construction water. The water discharged from site after the rain event was released in accordance with project approvals and met Central Coast Council requirements for water quality.

The facility will include flood free access for local residents via a new bridge that will connect Enterprise Drive to Orchard Road.

Question – Fast rail network strategy

42. Has the advisory panel on High Speed Rail been formed yet?
43. Who is on the panel and when have they met?
44. The strategy was promised last year. What is the status of the strategy and when will it be released?
45. According to Professor McNaughton's Linked In profile, he is the Chairperson of 'Fastrail Government of NSW'. Is there now separate organisation called Fastrail responsible for the delivery of this strategy?
46. According to his Linked-In page Professor McNaughton is also the Strategic Technical Advisor for High Speed Two in the UK, a Strategic Advisor to the Government of Czech Republic, as well as a Professorial Fellow at the University of Southampton. Given his four jobs, are you sure he has enough time to help you with your strategy?
47. Has anyone from the Fast Rail panel met with any local government representatives in any of the potential routes that high speed rail is proposed to go through?
48. The Fast Rail project was announced with funding of \$4.6 million. Why has less than \$300,000 been allocated for the next four years? What work is expected to take place between now and 2023?
49. What is the Commonwealth Government funding commitment for the project is coming from the Commonwealth Government?

ANSWER

I am advised:

42. Yes.
43. The NSW Government appointed Professor Andrew McNaughton to lead a whole-of-government expert panel on how the government should best deliver a fast rail network to connect the state.
44. The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network is a major piece of State-shaping work. This transformative vision will seek to link regional centres to each other and Sydney. The NSW Government is taking the time to get this vision right. We will update the community as soon as we have more to say.
45. No.
46. This is a matter for Professor McNaughton.
47. Yes. Professor McNaughton has led workshops and meetings with key stakeholders along the four potential routes being investigated as part of the Fast Rail Strategy, including local councils, Joint Organisations, business chambers and community groups.
48. The 2019-20 State Budget included an initial \$295 million to commence the delivery of a new network, allowing us to get the early work done, putting in place the building blocks for the more transformative work that will deliver faster rail and give people greater choice about where they live and how they commute to work. These initial investments include:
 - **Sydney to Canberra** - \$80 million for preliminary work on a new straightened route to a high speed standard between Menangle and Yerrinbool, north of Goulburn.
 - **Sydney to Nowra** - \$125 million to start the duplication of the rail line between Berry and Gerringong, with a 4km section of the line to be

upgraded, along with extra platforms at Bomaderry to allow for more frequent services.

- **Sydney to Newcastle & Port Macquarie** - \$80 million to develop a new rail alignment between northern Sydney and Woy Woy, including investigation of potential tunnelling options which will support high speed trains to better connect the Central Coast to Sydney.
 - **Sydney to the Central West** – an initial \$10 million to get work underway on a route, including options for crossing the Blue Mountains and Woy Woy and planning work to improve the route to the Central West.
49. The Australian Government has committed a total of \$21 million in matching funding towards business cases and planning for the Sydney to Newcastle, Sydney to Bomaderry and Sydney to Central West routes.

Question – ARTC lease

50. In the 2018/19 ARTC NSW Lease Annual Condition Report July 18 to June 19:
- (a) The limits for the five year rolling average of Total Transit Time Delay were met in eight of the 15 categories after adjustments due to Force Majeure or increased maintenance in the KPI limits.
 - (b) Are there performance penalties for not meeting KPIs?
 - (c) The three year rolling average of 63.7 during 2018/19 exceeded the large rail defect limit of 48.86. What penalties apply for impacts on NSW passenger train services.
 - (d) Are the infrastructure improvement spending agreed to under the lease conditions being met? (The agreement included \$872 million investment programme)
 - (e) What is the current accumulative investment under the lease contract?

ANSWER

I am advised:

50. (a) As reported.
(b-c) There are no performance penalties in the existing lease/s or for the impacts on NSW passenger train services.

Transport for NSW can request further information from ARTC and if not satisfied with the response, can require ARTC to implement then request a Cure Plan (remediation plan to address the issue). If a Cure Plan is not implemented, Transport for NSW is entitled to seek damages, an order for specific performance and/or injunctive relief.

Transport for NSW is negotiating a regime of Enforceable Performance Obligations for the extension of the ARTC Lease for Inland Rail. Once agreed, they will provide additional performance obligations on ARTC.

- d) ARTC has spent in excess of the \$872 million during the current term of the lease.

e) Based on ARTC reporting the cumulative investment as at 18/19 financial year was \$7.3bn.

Question – Tweed light rail

51. What is the current status of planning for the Tweed Heads Light Rail Project?

ANSWER

I am advised:

51. Transport for NSW has partnered with Tweed Shire Council and the Department of Planning, Industry and Environment to undertake the Tweed Future Transport Place Plan, a place-based transport plan for Tweed including Tweed Heads light rail.

Transport for NSW held an initial workshop in Tweed Heads in March 2020 with stakeholders including Tweed Shire Council, Department of Planning, Industry and Environment, City of Gold Coast Council and Queensland Department of Transport and Main Roads.

Transport for NSW is in discussions with the Queensland Department of Transport and Main Roads regarding potential for future joint light rail investigations.

Question – Regional seniors travel card

52. How many applications have been made for the **regional seniors travel card**?

53. What is the average wait-time for applicants between lodging an application and being issued a card?

54. How many cards have actually been issued to date?

55. What is the total amount of money that has already been spent by cardholders since cards were first issued?

56. How many people on the (a) Disability Support Pension or (b) carers payment have applied for a **regional seniors travel card** and been rejected?

57. What modelling has the Government done to cost an expansion of eligibility to include people on the DSP and carers?

58. Which veteran groups did you consult with before reversing your decision to allow veterans and war widows to apply for the Regional Seniors Travel Card?

59. What will be the cost of expanding the eligibility of the scheme to include veterans and war widows?

60. How many veterans or war widows have attempted to apply for the scheme since you announced your backflip on February 15?

61. What is stopping you from processing their applications for another three months?

62. Why can't a manual system be set up to enable these vulnerable seniors to apply?
63. How many people did your modelling show would be excluded from the scheme if you excluded LGA's in Newcastle and Wollongong?
64. What is the role of Westpac in the implementation and running of the scheme?
65. What public money is being given to Westpac to provide schemes for the card?
66. What other financial benefit does Westpac receive from their involvement in the scheme?
67. Why was Westpac chosen to participate in this scheme?
68. What protections have been put in place to protect public money given that there are outstanding allegations of money laundering against the bank?
69. When in the application process is the personal information of an applicant given to Westpac?
70. What information is given to Westpac?
71. What protections are in place to ensure that personal data is not sold on to private entities or used to sell other Westpac products?
72. It has been reported that Service NSW staff are maintaining logs of the number of people applying and being turned away because of eligibility exclusions: is that correct?
73. Has this log been sent to the Department of Transport?
74. What action is being taken in response to the information in this log?
75. What feedback from Service NSW is getting back to your Department about the eligibility criteria?
76. What was the purpose of the trial of the **regional seniors travel card** in Coffs Harbour?
77. Why was Coffs Harbour chosen for the trial?
78. How many people applied for the trial in Coffs Harbour as part of the trial?
79. How did the program change as a result of what you learned from the Coffs Harbour trial?
80. What was improved about the implementation of the scheme as result of the findings from the trial in Coffs Harbour?
81. How many vendors are currently able to accept the card as payment?
82. How many vendors are able to accept the card as payment in each NSW electorate?
83. How are cardholders informed of where they can find participating vendors?
84. How many of these are mixed businesses, such as service stations that sell other products in addition to fuel?
85. What protections are in place to protect against misuse of the card such as buying products other than fuel, including lottery products, groceries and cigarettes?
86. How is this monitored?
87. How many reports of misuse have been made since the operation of the scheme commenced?
88. How are such claims investigated?
89. Why are Newcastle taxis excluded from the scheme?

90. What impetus is there for private bus companies to join the scheme? Is it mandatory?
91. What efforts are being made to increase the number of participating vendors?
92. How has the Department worked to reduce the barriers to accessing the scheme for seniors on the basis of digital literacy?
93. Why are seniors living in the Tweed and Northern Rivers with a landline phone number with a 07 area code being rejected for the scheme?
94. What is being done to fix this error?
95. How many people have been rejected because they have a landline with a 07 area code?

ANSWER

I am advised:

52. As at 11 March 2020, there were more than 226,000 successful applications.
53. Applications opened on 29 January 2020, ahead of cards being available. Since the first batch was processed, it now takes up to two business days to produce each card once an application is successful. Distribution by Australia Post varies depending on the customer's delivery address.
54. As at 11 March 2020, just over 217,000 cards have been distributed.
55. As at 8 March 2020, the total amount of money spent by cardholders is about \$1.1 million.
56. We are unable to provide a breakdown of rejected applicants by entitlement at this stage.
57. Transport for NSW has undertaken high level modelling but has not completed work to understand the full cost of including Disability Support Pension or carers payment.
58. Feedback was received from a number of sources regarding inclusion of these customers and the scheme was expanded to include these customers in February 2020.
59. Cost of expanding the program to these categories will depend on a number of factors including uptake of the card and final card spend.
60. Applications for war widows and veterans have not yet opened. Applications are expected to open for eligible veterans in early April.
61. Transport for NSW is working to identify all of the changes required to extend the trial to more veterans. There are a number of changes to systems and processes to enable applications from new customer segments. This includes information technology, customer information and legal documents. Applications are expected to open for eligible veterans in early April.

62. Manual processing of the cards is not a viable option given the volumes and the complexity in ensuring applicants are eligible
63. The program was costed by the Parliamentary Budget Office. Transport for NSW did not model the numbers for Newcastle and Wollongong because seniors from those areas were not included in the eligibility criteria.
64. Westpac is the NSW Government's banking partner. It is the card issuer for the regional seniors travel card program and provides ongoing customer service relating to the card.
65. Westpac receives funds from the NSW Government for its role in providing the Regional Seniors Travel Card.
66. Westpac receives funding for the services it has been contracted to provide.
67. The NSW Government has a whole-of-government banking agreement with Westpac to provide banking products and services.
68. Westpac is providing services as per the contracted arrangement with the NSW Government.
69. After applicants apply, and the eligibility criteria data is verified, a subset of the customer data is securely passed on to Westpac to produce the cards and the applicant's card management account.
70. Westpac receives the following information: the customer's name, address, date of birth, email address (optional), mother's maiden name (for security verification purposes), phone number and Service NSW application ID (for enquiries).
71. Westpac is bound by State and Commonwealth privacy legislation regarding the use of any regional seniors travel card data. This means that any datasets that Westpac has access to as a result of its involvement in the regional seniors travel card program are only permitted to be used for the purpose of delivering the card services to NSW seniors.

The NSW Government's Banking Agreement with Westpac states that Westpac must only collect, use, access, disclose or hold personal information for the purposes of performing its obligations.
- 72 -74. There is no log being kept.
75. We are receiving customer feedback from a number of sources that some customers would prefer to have been included in the trial.
76. The purpose of the pilot was to test the application process, the card and support services with eligible seniors. The pilot also gave us an opportunity to receive feedback, make improvements and ensure eligible seniors could easily access the program.

77. Coffs Harbour is a large regional centre with a range of transport options that represents a wide cross section of eligible seniors, in an eligible local government area.

78. NSW Government staff invited around 80 eligible seniors from the Coffs Harbour local government area.

79-80. As a result of the pilot, Transport for NSW provided additional information about the card on its website and made some minor changes to the application form. The pilot also allowed the card to be tested by seniors to pay travel-related expenses.

81-82. Transport for NSW does not track the number of vendors that can accept the regional seniors travel card. The card has been restricted for use at Australian retailers based on their merchant category code. Merchant category codes are used to classify businesses by the type of goods or services they provide. The card will work at retailers or service providers using travel-related merchant category codes such as service stations, fuel sellers, passenger railways, coach services and taxis.

83. Customers are advised via the website, terms and conditions and the card flyer that their card should be able to be used at merchant types which provide goods and services aligned to the scheme.

84. See Questions 81-82.

85-86. As part of the trial, the regional seniors travel card has been restricted to merchants providing services relating to the intended use of the card and communications to customers are clear on the intended use. The transaction will only be accepted if the business or service is operating with one of the included merchant category codes.

Seniors who receive the regional seniors travel card would have read and accepted the Product Disclosure Statement and the Terms and Conditions when applying for the card, which stipulates that the card is to be used for travel-related purchases only.

As part of the trial, Transport for NSW will be reporting on spending patterns and retailer and customer feedback to allow us to determine that the cards are being used correctly.

87-88. Transport for NSW has processes in place to monitor the scheme by checking spending patterns and will capture and review claims of misuse as appropriate. As at 11 March 2020, no misuse has been detected.

89. The card is accepted based on the service provider's merchant category code. If Newcastle taxis are operating with the taxi merchant category code they will be able to accept payments with the regional seniors travel card. There is no

reason to expect that Newcastle taxis are not operating with the taxi merchant category code.

90. There is no requirement for retailers to join the scheme as it is managed via merchant categories. This ensures that those retailers who are providing eligible services will accept the card as payment.
91. Current provisions already allow use of the card by retailers and service providers providing eligible services including service stations, fuel sellers, passenger railways, coach services and taxis.
92. From the time of applications opening, customers have been able to apply over the phone or in person at a Service NSW Centre as well as online.
- 93-94. In the first few days after applications opened, there was a minor issue regarding customers in this area which was quickly resolved.
95. This information is not tracked in detail, however we believe it is less than five.

Question – Rail trails in bushfire affected communities

96. In which communities is the Government considering building rail trails as part of the bushfire recovery?
97. Will the Government include the development of a new, long distance rail trail in the Eastern Riverina as part of the Government response to help affected communities to recover from the recent devastating bushfires?
98. Specifically, will the Government commit to extending the pilot Tumbarumba to Rosewood Rail Trail through the bushfire affected communities of Rosewood, Humula and Tarcutta to Wagga Wagga, to join with the trail currently being constructed there under the Government funded Active Travel Plan?
99. When will a decision be made in regards to whether or not rail trails will form part of the bushfire recovery effort?
100. What conversations has the Minister had with the Deputy Premier and Minister for Tourism?
101. What has the Minister done to advance rail trails since the Deputy Premier committed to considering rail trails?
102. How much money will the Government contribute to building rail trails?
103. What consultation is being undertaken in bushfire affected communities in relation to the building of rail trails?

ANSWER

I am advised:

- 96- 99. This is a matter for the Deputy Premier.
100. I do not comment on conversations I have with Cabinet colleagues.
101. I have worked with my Department to advance plans for the Northern Rivers rail trail, to ensure our election commitment is fulfilled.
- 102-103. This is a matter for the Deputy Premier.

Question – Maintenance of disused rail lines

104. What is the yearly value of the ten year contract with John Holland Rail that is designated to the maintenance, repairs and cleaning of non-operational lines?
105. Is the yearly cost of the ten year contract with John Holland Rail that is designated to the maintenance, repairs and cleaning of non-operational lines available per line or branch of the network?
106. What are the responsibilities for John Holland Rail to maintain disused rail corridors under the terms of this contract?
107. How is this work monitored for quality assurance?
108. How many complaints have been made about the quality of maintenance, repair and cleaning have been made over the past eight years of the contract?
109. What preparations are being made to renew or re-tender the contract?
110. What is the timeline for renewing or re-tendering this contract?

ANSWER

I am advised:

104. The yearly spend on this contract to date, by line, is provided in the table below.

105. Yes, refer to the table below.

Sector Code	Sector Name	Year										
		10-Nov	11-Dec	Dec-13	13/14	14/15	15/16	16/17	17/18	18/19	Grand Total	
427	Glen Innes to Wallangarra	\$33,896	\$23,054	\$128,994	\$29,928	\$29,869	\$242,715	\$608,103	\$173,435	\$378,281	\$1,648,276	
443	Sandy Hollow Jct to Merriwa	\$10,976	\$ -	\$ -	\$669	\$891	\$1,841	\$49,382	\$16,043	\$5,164	\$84,965	
444	West Tamworth to Barraba	\$ -	\$2,650	\$3,376	\$1,771	\$182,411	\$61,926	\$113,816	\$184,143	\$313,153	\$863,247	
447	Armidale to Glen Innes	\$4,462	\$93,599	\$70,789	\$24,307	\$46,588	\$35,003	\$24,547	\$50,351	\$5,853	\$355,499	
462	Casino to Murwillumbah	\$149,591	\$242,896	\$160,641	\$1,135,690	\$561,488	\$1,365,829	\$1,659,710	\$2,781,504	\$2,188,936	\$10,246,284	
464	Murwillumbah to Condong	\$ -	\$ -	\$ -	\$17	\$44	\$219	\$105	\$311	\$56	\$751	
479	Weemelah to Mungindi	\$57,753	-\$13,527	\$33,597	\$5,605	\$41,473	\$15,321	\$4,622	\$4,135	\$7,619	\$156,597	
483	Moree to Biniguy	\$ -	\$2,011	\$250	\$226	\$1,337	\$6,132	\$4,817	\$8,099	\$5,091	\$27,963	
484	Biniguy to Inverell	\$ -	\$2,155	\$1,976	\$675	\$3,998	\$18,343	\$4,495	\$3,122	\$16,641	\$51,406	
487	Merryw inebone to Pokataroo	\$ -	\$5,681	\$10,844	\$9,812	\$34,276	\$36,589	\$8,668	\$13,444	\$2,513	\$121,827	
636	Goulburn to Crookwell	\$ -	\$567	\$57,189	\$1,541	\$2,623	\$807	\$2,638	\$1,450	\$6,937	\$73,753	
637	Yass Jct to Yass Town	\$97,069	\$259	\$369	\$111	\$717	\$357	\$ -	\$1,645	\$986	\$101,512	
638	Galong to Boorowa	\$ -	\$840	\$285	\$324	\$ -	\$391	\$ -	\$422	\$ -	\$2,262	
640	Cootamundra to Gilmore	\$26,738	\$298	\$10,996	\$316,929	\$4,143	\$2,458	\$89,997	\$52,779	\$63,538	\$567,875	
641	Gilmore to Tumut	\$ -	\$491	\$25,371	\$15	\$143,799	\$54	\$27	\$98,832	\$106	\$288,695	
642	Gilmore to Batlow	\$ -	\$212	\$523	\$121	\$349	\$98	\$112	\$106	\$ -	\$1,520	
643	Wagga Wagga to Tumbarumba	\$ -	\$315	\$2,524	\$14,292	\$1,768	\$637	\$5,780	\$15,424	\$803	\$41,543	
644	Uranquinty to Kywong	\$ -	\$619	\$1,101	\$242	\$444	\$378	\$ -	\$413	\$672	\$3,868	
646	Henty to Rand	\$ -	\$ -	\$ -	\$1,072	\$ -	\$546	\$ -	\$246	\$202	\$2,066	
647	Culcairn to Holbrook	\$ -	\$157	\$82	\$1,136	\$372	\$246	\$ -	\$241	\$426	\$2,659	
648	Culcairn to Corowa	\$ -	\$581	\$1,361	\$656	\$ -	\$1,042	\$ -	\$646	\$434	\$4,720	
649	Tuggeranong to Bombala	\$ -	\$38,995	\$389,444	\$76,108	\$156,316	\$221,829	\$549,479	\$398,487	\$40,248	\$1,870,908	
652	Queanbeyan To Tuggeranong	\$ -	\$7,489	\$26,528	\$20,631	\$15,177	\$41,523	\$18,415	\$129,031	\$51,501	\$310,294	
653	Bungendore to Captains Flat	\$ -	\$1,005	\$24,266	\$202,969	\$1,363	\$651	\$ -	\$1,024	\$12,847	\$244,124	
655	Boree Creek to Oaklands	\$ -	\$24,563	\$16,417	\$8,764	\$426	\$40,031	\$7,580	\$26,943	\$13,311	\$138,035	
660	Demondrille to Koorawatha	\$42,780	\$13,696	\$33,656	\$18,159	\$143,513	\$77,443	\$1,783,305	\$77,224	\$155,383	\$2,345,159	
661	Cowra to Koorawatha	\$10,587	\$2,188	\$17,501	\$1,107	\$83,495	\$42,373	\$6,132	\$539	\$71,419	\$235,341	
662	Blayney To Cowra	\$21,495	\$19,741	\$163,509	\$297,074	\$124,825	\$12,902	\$4,985	\$54,838	\$10,898	\$710,268	
663	Koorawatha to Greenethorpe	\$ -	\$235	\$1,531	\$1,917	\$236	\$198	\$226	\$235	\$3,570	\$8,148	
664	Cowra to Eugowra	\$ -	\$178	\$6,828	\$4,013	\$49,621	\$27,207	\$740,998	\$2,634	\$3,502	\$834,980	
665	Greenethorpe to Grenfell	\$ -	\$331	\$2,295	\$847	\$518	\$441	\$908	\$680	\$ -	\$6,019	
676	Barmedman to Rankins Springs	\$ -	\$8,722	\$2,086	\$1,957	\$1,868	\$7,921	\$546	\$470	\$4,748	\$28,316	
677	West Wyalong to Burcher	\$ -	\$2,162	\$1,784	\$2,969	\$4,128	\$2,454	\$6,238	\$1,046,290	\$5,596	\$1,071,620	
682	Yanco to Willbriggie	\$ -	\$4,377	\$3,330,492	\$7,967	\$21,663	\$43,691	\$6,290	\$71,716	\$16,763	\$3,502,960	
683	Willbriggie to Hay	\$ -	\$368	\$6,659	\$12,390	\$10,776	\$35,965	\$7,312	\$2,336	\$12,473	\$88,279	
684	Narrandera to Tocumwal	\$28,616	\$2,154	\$102,197	\$5,607	\$24,996	\$3,329	\$107,939	\$535,446	\$76,342	\$886,626	
688	Hillston to Roto	\$ -	\$16,634	\$44,156	\$44,721	\$10,723	\$42,909	\$14,229	\$2,923	\$5,524	\$181,818	
712	Nyngan Jct to Byrock	\$ -	\$8,059	\$29,892	\$78,313	\$36,069	\$64,522	\$29,708	\$15,951	\$14,135	\$276,649	
713	Byrock to Bourke	\$ -	\$31,174	\$8,200	\$35,426	\$7,158	\$30,190	\$101,094	\$8,732	\$9,543	\$231,518	
714	Byrock to Brewarrina	\$ -	\$1,031	\$1,212	\$382	\$2,886	\$3,159	\$8,086	\$7,291	\$3,783	\$27,829	
730	Molong to Yeoval	\$ -	\$7,848	\$10,343	\$20,170	\$16,718	\$25,326	\$29,883	\$48,572	\$41,622	\$200,482	
731	Yeoval to Dubbo	\$ -	\$1,207,418	\$1,281,160	\$1,316,027	\$1,057,709	\$813,727	\$763,731	\$1,169	\$1,106	\$6,442,047	
742	Tarana to Oberon	\$ -	\$1,975	\$1,215	\$515	\$2,341	\$1,175	\$2,564	\$4,944	\$13,162	\$27,893	
756	Binnaway to Gwabegar	\$ -	\$1,886	\$9,377	\$4,343	\$5,462	\$5,526	\$9,962	\$5,705	\$10,236	\$52,497	
765	Craboon to Coolah	\$ -	\$ -	\$493	\$ -	\$516	\$4,733	\$3,209	\$737	\$3,264	\$12,952	
766	Kandos to Gulgong	\$15,489	\$100,739	\$33,279	\$56,090	\$15,472	\$127,334	\$19,642	\$1,099,685	\$64,313	\$1,532,044	
9995	Various Non-Operational	\$47,532	\$855,762	\$731,905	\$348,383	\$400,473	\$474,217	\$988,170	\$583,178	\$734,760	\$5,174,379	
	Non-Operational Lines	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Grand Total	\$546,985	\$2,721,589	\$6,786,695	\$4,111,984	\$3,251,035	\$3,941,707	\$7,797,450	\$7,533,569	\$4,377,460	\$41,068,474	

106. Work on the approximately 3,139 metres of non-operational rail corridor is generally focused on noxious weed control, vermin control and activities required to ensure public safety (i.e. redundant structure inspections).

Active road-over-rail bridges (overbridges) which cross non-operational corridors are regularly inspected and maintained. In addition, major overbridge refurbishments, designs and renewals are undertaken as separate projects based on condition and relative priority.

107. Work on non-operational corridors is monitored primarily by exception (e.g. following interaction from stakeholders/public or in response to some actions/inspection outcomes by John Holland Rail). If significant resultant action, such as a structure removal (demolition) is deemed necessary to ensure public safety, this will be carried out as a separate project. These projects include a formal project completion checking process.

Third party audits (including the auditing of selected structural inspections completed) have been undertaken during the contract. Non-operational corridor road-over-rail bridge (overbridge) works (major refurbishments, designs and renewals) are undertaken as projects and are subject to Transport for NSW signoff and assurance processes.

108. A total of 196 complaints have been made.

109. Transport for NSW has established a Country Rail Network Tender Project team to deliver a new contract through an open market tender by 2021.

110. The contract will be awarded during 2021 with commencement of service delivery planned for January 2022.

Question – Pilot rail trails

111. What is the likely timetable for the completion of the 3 nominated pilot rail trails (Tumbarumba to Rosewood, Northern Rivers Rail Trail and New England Rail Trail)?

112. Given the capacity of rail trails to relatively quickly stimulate a local economy and diversify a region's ongoing income through additional tourism offers, is there a recognition of the opportunity to help those communities swiftly by expediting feasibility studies and if found feasible, then finance quality developments in parallel with the 2 remaining pilot rail trails?

113. Is the section of the Riverina Highlands Rail Trail from Tumbarumba to Rosewood Rail Trail on time?

114. Is the section of the Riverina Highlands Rail Trail from Tumbarumba to Rosewood Rail Trail on budget?

115. The Government has stated that "learnings from pilot [rail trail] projects will help inform the NSW Government approach to best facilitate future rail trail projects" in correspondence to Dr Joe McGirr in March 2019. How

- does the Government intend to establish "the learnings" or judge the success of the pilot Tumberumba to Rosewood Rail Trail, due to open on 3rd April?
116. What are the evaluation criteria to be used in determining success?
117. What is the timeframe for this evaluation?
118. Considering that the pilot has seen work on other rail trails cease across the State, how is the Government working to ensure these projects do not stall?
119. How did the forced merger of regional councils impact plans for regional rail trails?
120. Will the Government introduce the *Transport Administration Amendment (Closure of Rail Line Between Murwillumbah and Crabbes Creek) Bill*?
121. If so, when?
122. Has the State Government made any commitments in regards to clearing vegetation along the closed rail line in preparation for a rail trail?
123. What was the total amount awarded to John Holland Rail to clear the corridor of vegetation in preparation for works for a rail trail?
124. When is this work due to commence?

ANSWER

I am advised:

- 111-119. This is a matter for the Deputy Premier.
- 120-121. The NSW Government will make amendments to the Act as required to support rail trail projects at the appropriate time.
122. Transport for NSW will comply with its statutory obligations (i.e. weed control), however will not be undertaking any vegetation clearing.
- 123-124. No agreement has been made with John Holland to clear the corridor of vegetation in preparation for works for the rail trail.

Question – Other rail trails

125. How many occasions has the Minister met with proponents of rail trails since the 2019 State election?
126. Does the NSW Government support the following rail trail projects:
- (a) Lady Smith to Wagga Wagga (Riverina Highlands/Wagga Rail Trail)?
 - (b) Culcairn to Corowa to Wahgunyah?
 - (c) Michelago to Cooma (Monaro Rail Trail)?
 - (d) Bungendore to Hoskinstown to Captains Flat (Molonglo Rail Trail)?
 - (e) Coolac to Gundagai to Tumblong?
 - (f) Goulburn to Crookwell?
 - (g) Mittagong to Picton?
 - (h) Tumut to Batlow?
 - (i) Blackheath to Mt Victoria?
 - (j) Black Mountain to Ben Lomond (New England Rail Trail)?
 - (k) Coolah to Dundedoo?
 - (l) Lapstone to Glenbrook?
 - (m) Merriwa to Denman (Upper Hunter Country Rail Trail)?
 - (n) Newnes to Wolgan Valley?
 - (o) Shortland to Kurri Kurri?

- (p) Berry Estate Trail?
127. On how many occasions has the Department received applications for funding to develop business cases for rail trails in NSW?
128. Which groups/communities have been successful?
129. Which groups/communities have been unsuccessful?

ANSWER

I am advised:

125. Ministerial diary disclosures are published quarterly and can be found on the Department of Premier and Cabinet website.
- 126 – 129. This is a matter for the Deputy Premier.

Question – Rail trails budgeting

130. Of the \$100 million promised to fund regional rail trails and airports in this year's budget, how much has been dedicated to rail trails and airports respectively?
131. How much money in the current State Budget has been allocated to the Rosewood Rail Trail?
132. How much money in the current State Budget has been allocated to the Northern Rivers Rail Trail?

ANSWER

I am advised:

- 130-132. This is a matter for the Deputy Premier.

Question – Roll-on and roll-off capacity on regional trains

133. Does the Government recognise that the lack of passenger friendly, easy 'roll on-roll off' capacity on regional NSW train services (common in Europe & the UK) is constraining the opportunities for increased patronage of those train services by cycling, wheelchair and pram pushing holiday makers from within NSW as well as by visitors from interstate and overseas?

ANSWER

I am advised:

Transport for NSW recognises that at a number of stations across the regional rail network there is a significant gap between the train and the platform, making roll-on / roll-off capacity a significant network challenge.

To bridge the gap between the train and the platform, the new regional rail fleet will feature a retractable external step which will improve access at the majority of regional stations. A manual boarding ramp will also be deployed by staff to enable access for customers who are unable to use the retractable external steps.

The new regional rail fleet will comply with the Disability Standards for Accessible Public Transport.

Space inside the carriage will be maximised to improve the customer experience by accommodating wider seats and aisles, as well as accessibility for customers with mobility aids. The new trains will also have single deck carriages, wider doors than the current fleet, allocated spaces for customers using mobility aids, priority seats and accessible toilets.

Question – Kempsey to Armidale Road

134. Is the State Government providing financial or in-kind support to local government to repair the Armidale to Kempsey Road? If yes, please list the type and amount in dollars of support for each local government area?
135. What is the total cost of repairing this road?
136. What is the economic impact of damage to the road in dollar terms? Please provide a list of damage and cost of repair.
137. In light of the Ministers answer around election commitments for the transfer from local government to state government as part of the 15,000 km of road reclassification process (p.16 and 17 of uncorrected transcript), what is the timeframe for assessing this road against the determined principals?

ANSWER

I am advised:

134. There has been significant damage to this road due to recent NSW bushfires and storm events, and funding will be provided to repair the damage under the Disaster Recovery Funding Arrangements 2018. Both Armidale Regional Council and Kempsey Shire Council are currently assessing damage to determine the likely cost and will seek the funding through Transport for NSW.

Further to this, Transport for NSW is working closely with Armidale Regional Council and is creating a steering group to oversee the works and assist with technical expertise as required.

- 135-136. Both Armidale Regional Council and Kempsey Shire Council are currently assessing the damage to determine the likely cost.

137. I refer you to my answer to supplementary question 27.

Question – Racist Dubbo email

138. Is the Minister aware of the contents of a racist email circulated by Dubbo Regional Councillor and National Party Member Kevin Parker?
- (a) Did the Minister office receive the email?
 - (b) If yes, to whom was the email sent and what actions have been taken?

ANSWER

I am advised:

138. No.
(a) No.

Question – Armidale business park expansion

139. What extra road infrastructure has been planned to service the \$6.5m Armidale Business Park expansion and the \$3.8m Airside Apron expansion?
- (a) What is the timeline for completion on these projects?
 - (b) What new road infrastructure is needed to service these expansions?
 - (c) What is the projected increase in road traffic as a result of these expansions?

ANSWER

I am advised:

139. Transport for NSW understands this refers to Armidale Regional Council's airport precinct.
- (a) Council is delivering these projects and the timeframe for delivery is a matter for Armidale Regional Council.
 - (b) A new roundabout on the New England Highway was delivered by Transport for NSW in partnership with the Australian Government and Council in 2019.
 - (c) Council undertook traffic analysis which confirmed the need for the recently completed roundabout. I direct you to Council for this information.

Question – Bruxner Way

140. Is the Minister aware of a resolution of the Bruxner Way Joint Committee (A committee that includes Gwydir, Inverell, Tenterfield and Moree Shire Councils) that calls on the government to reinstate the Bruxner Way as a state road?
- (a) Is the Bruxner Way part of the promised 15,000 km of roads that will be transferred back to the state?
 - (b) Has the Minister met with the committee or with the Councils about this issue? If yes, please provide date and location of meeting.
 - (c) Has the Minister or Department conducted any community consultation about this issue?

- (d) Is the Minister aware that the New England Joint Organisation also supports the reclassification of this road?
- (e) Can the Minister provide a timetable of when this road will be reclassified?

ANSWER

I am advised:

140. (a), and (c)-(e).

- Criteria for the selection of roads under the Regional Road Transfer initiative are currently being considered as part of the deliberations of the Independent Panel which has been appointed to undertake the Road Classification Review and Regional Road Transfer.
- The Panel will determine the process and engage with councils regarding proposed roads to be transferred back to the state.
- As per the Terms of Reference, all regional roads outside of Sydney, Newcastle and Wollongong Local Government Areas will be eligible for consideration for transfer.

(b) Ministerial diary disclosures are published quarterly and can be found on the Department of Premier and Cabinet website.

Question – Sturt Highway corridor study, Wagga Wagga

141. When was the study for the Sturt Highway Corridor through Wagga Wagga conducted?
- (a) Is the study publically available?
- (b) Where can the study be found? Please provide a link.
- (c) What work has been done in determining a bypass through Wagga Wagga? Please provide a timeline.
- (d) How much to date has been spent on the bypass proposal? Please breakdown by financial year.

ANSWER

I am advised:

141. The Wagga Wagga Urban Highway Study (2016) has been integrated into the Wagga Wagga Place Plans. The Place Plans are due to be released for public consultation shortly. As the Place Plans have superseded the study, there is no plan to release the study. No work has been done in determining a bypass through Wagga Wagga to date as the Place Plans will inform priority works in the region.

Question – Bush fire recovery on the South Coast

142. How many kilometres of roads on the South Coast were damaged in the recent bush fire crisis?
143. What is the timeline for repair of these roads?
144. How much will it cost to repair these roads?

- 145. Which roads are still closed as a result of the bush fire crisis? When will they reopen?
- 146. How many road signs on the South Coast are damaged as a result of the bush fire crisis?
- 147. How much will it cost to repair and replace these signs?
- 148. What is the timeline for replacement of these signs?

ANSWER

I am advised:

- 142. With regard to the State road network, around 304 km were damaged in the Southern Region in the recent bushfire crisis. This includes sections of the Princes Highway, Kings Highway, Snowy Mountains Highway and Monaro Highway.
- 143. All roads on the State road network have been repaired to a standard that is safe for traffic. Assessment is continuing for drainage structures and a timeline is not available at this stage.
- 144. With regard to the State road network, this is still to be finalised, but preliminary estimates indicate the cost will be more than \$19 million.
- 145. Nil State roads.
- 146. In the Southern region around 850 large and small signs were damaged, noting this includes sections of the Princes Highway, Kings Highway, Snowy Mountains Highway and Monaro Highway.
- 147. Preliminary estimates indicate the cost will be around \$450,000.
- 148. The replacement is on track to be completed in early April (prior to the Easter long weekend).

Question – Delivery of new train carriages to the South Coast and Illawarra

- 149. What is the timeline for the delivery of new train carriages on the South Coast and Illawarra Lines?
(a) How much will it cost to deliver these trains?

ANSWER

I am advised:

I refer you to Supplementary Question 36-37.

- (a) The new trains for the South Coast and Illawarra Lines are being delivered as part of the New Intercity Fleet Program, within the \$2.43 billion contract which includes the cost of 554 carriages and maintenance of these carriages for 15 years.

Question – Mining lease machinery permits

- 150. Will the Minister consider a permit system similar to the agricultural travel and registration permit system that deems mine vehicles to be plant machinery to allow them to travel between mining leases and from mining lease to processing areas?

ANSWER

I am advised:

The conditional registration scheme, under the *Road Transport Act 2013*, allows limited access to the road network to certain vehicles that do not comply with the Australian Design Rules and vehicle standards to perform specific functions. The types of vehicles covered by the conditional registration scheme include some types of agricultural and mining vehicles.

In instances where a heavy vehicle is registered and the vehicle exceeds a mass and/or dimension limit in the Heavy Vehicle National Law, it requires a mass or dimension exemption to operate on the road network. This can be in the form of either an access permit, which is granted to an individual vehicle, or a notice, which applies to a category of vehicles.

Where a notice is not available, access under permit is required. An operator must firstly apply to the National Heavy Vehicle Regulator (NHVR), who will then consult with relevant road manager(s), which in NSW will be a council or TfNSW or both, on the route requested.

Question – School bus route extensions

151. Since 2010, how many extensions to school bus routes have been granted following receipt of a Bus Service Alteration Request (BSAR)?
- (a) What was the primary reason for granting the extension of this service?
 - (b) In which locations and/or routes were these extensions granted?
 - (c) For each of the extensions granted, how many students benefited from the extension?
152. Since 2010, how many extensions to school bus routes have been denied following receipt of a Bus Service Alteration Request (BSAR)?
- (a) What was the primary reason for denying the extension of this service?
 - (b) In which locations and/or routes were these extensions denied?
153. Transport for NSW states that the following factors are considered when a Bus Service Alteration Request (BSAR) is made – effects on current users, suitability of the timetable, practicality of the proposed route, safety, cost, and local government approval for use of the local roads – why doesn't Transport for NSW consider the need for access to Education as a factor?
- (a) Has the Minister for Education ever requested access to Education be considered a factor?

ANSWER

I am advised:

The Bus Service Alteration Request (BSAR) process was established as a contractual mechanism in the 2016 Rural and Regional Bus Service Contract. As such, there is no data before this date. According to the BSAR registers maintained within Transport for NSW, 831 extensions to rural and regional school bus routes have been approved.

BSARs are approved for a number reasons including, for example, increased loadings, relocation of families, change in bell times and road works. These applications are considered on the whole of their circumstances, on a case by case basis and are not decided on the basis of a single factor. The number of students who benefit varies depending on the circumstances of each request. This data is not collected.

The number of approved BSARs broken up into electoral districts is outlined below:

- Albury – 36
- Ballina – 25
- Barwon - 29
- Bathurst - 25
- Bega – 50
- Cessnock - 1
- Clarence - 6
- Coffs Harbour - 22
- Dubbo - 18
- Cootamundra – 86
- Goulburn – 28
- Hawkesbury – 2
- Kiama – 13
- Lismore - 46
- Monaro – 62
- Murray – 60
- Myall Lakes - 16
- Newcastle - 8
- Northern Tablelands - 63
- Orange – 16
- Oxley - 25
- Port Macquarie - 25
- South Coast – 21
- Tamworth - 36
- Tweed - 8
- Upper Hunter - 40
- Wagga Wagga – 49
- Wollondilly – 15

152. The BSAR process was established as a contractual mechanism in the 2016 Rural and Regional Bus Service Contract. As such there is no data before this date. According to the BSAR registers maintained within Transport for NSW, 375 extensions to rural and regional school bus routes have been declined.

When examining BSARs value for money along with any other compelling reasons, such as safety and achieving a good customer outcome, are taken into account. Having access to the School Drives Subsidy is also considered. These applications are considered on the whole of their circumstances, on a case by case basis and are not decided on the basis of a single factor.

The number of declined BSARs broken up into electoral districts:

- Albury – 21
- Ballina - 4
- Barwon - 18
- Bathurst - 11
- Bega – 13
- Clarence – 4
- Coffs Harbour - 10
- Cootamundra – 37
- Dubbo - 12
- Goulburn – 18
- Hawkesbury - 1
- Kiama – 6
- Lismore - 13
- Monaro – 25
- Murray – 40
- Myall Lakes - 7
- Newcastle - 10
- Northern Tablelands - 28
- Orange – 16
- Oxley - 12
- Port Macquarie - 5
- South Coast – 4
- Tamworth - 18
- The Entrance - 1
- Tweed - 2
- Upper Hunter - 26
- Wagga Wagga – 13

153. The School Student Transport Scheme (SSTS) provides eligible school students with free or subsidised travel from home to school. It is first and foremost a transport scheme to assist access to education.

The scheme includes:

- Free travel for eligible students to and from home and school on approved metro, train, bus, ferry and light rail services during school term.
- Discounted travel on buses between home and school with a School Term Bus Pass.
- Free travel on NSW TrainLink Regional services and long distance coach services for boarding school students.

Students with a disability who are unable to travel to and from school under the School Student Transport Scheme may be eligible for assistance under the Department of Education Assisted School Travel Program.

Where there is no public transport available, subsidised travel to and from school in private vehicles may be available. The School Drive Subsidy is administered by Transport for NSW and is available to NSW residents in areas where there is no public transport, to drive an eligible student all or part

of the way to school. The subsidy is for driving school students to school or to the nearest transport pick up point, by car, motorcycle or boat.

Question – School Drive Subsidy

154. Since 2010, how many parents or guardians have accessed the School Drive Subsidy?
- a. What is the total dollar amount paid since 2010 on the subsidy?
155. How many parents or guardians are there currently accessing the School Drive Subsidy?
- a. In which locations are these parents or guardians based?

ANSWER

I am advised:

154. The School Drive Subsidy commenced on 17 January, 2017. Up until December 2016, Private Vehicle Conveyance was the scheme available to customers. From January 2010 to December 2019 there were 18,717 parents or guardians in receipt of Private Vehicle Conveyance or the School Drive Subsidy.
- a) The total amount spent since Semester 1, 2010 across the two schemes is \$203,822,843.
155. From January 2017 to January 2020, there were 14,074 parents or guardians in receipt of School Drive Subsidy.
- a) The School Drive Subsidy is provided in mostly rural and regional areas where there is limited or no public transport available. An exact breakdown of recipients cannot be provided.

Question – Community transport services

156. What is the government doing to improve access via regional community transport schemes to specialist and allied health services?
157. Is the government aware that in some areas (e.g. South West Rocks) community transport users are charged per user if they share a service, therefore making it more affordable for two or more users to use a taxi instead of the community transport service?
- b. Why is the scheme structured in this way?
- c. Are there plans to change this to make it more equitable for users?
158. How is the government ensuring promotion of community transport services in regional areas to ensure uptake among those who require the service?

ANSWER

I am advised:

156-158. I refer you to Ms Wise response during the hearing.

Question – Bush fire recovery bridges

159. Will the Minister/Deputy Premier ensure the rebuilding of the Elliot Way bridge is given the highest priority and that funds will be made available to ensure this occurs?

ANSWER

I am advised:

Elliot Way Bridge is in the Kosciuszko National Park. This is a matter for the National Parks Wildlife Service.

Question – Road accidents

160. What are the current number of road accidents that have occurred on flooded roads in regional NSW over the last five years (per year)?
(a) What is the number of fatalities on flooded roads for the last five years, per year?
(b) What is the number of injuries on flooded roads for the last five years, per year?

ANSWER

I am advised:

The following numbers reflect road crashes in regional NSW where 'flooded/submerged road' was recorded as a hazardous feature for the crash. Only crashes on roads open to the public are included in Transport for NSW crash statistics. A fatality may be excluded if it was due to floodwater surge rather than driving into water. The following statistics are restricted to crashes outside the Sydney, Newcastle and Wollongong metropolitan areas.

2015: 36 crashes
2016: 48 crashes
2017: 32 crashes
2018: 29 crashes
2019: 16 crashes (data for 2019 approximately 80 per cent complete)

(a)

2015: 2 fatalities
2016: 1 fatality
2017: 1 fatality
2018: 0 fatalities
2019: 1 fatality (data for 2019 preliminary and subject to change)

(b)

2015: 47 injuries
2016: 49 injuries
2017: 38 injuries
2018: 29 injuries
2019: 22 injuries (data for 2019 approximately 80 per cent complete)