

QoN 1: WESTPAC

Transcript Page: 10-11

1	<p>The CHAIR: And as I say, that is great. Any amount of money in this climate is very, very helpful. How much money did Westpac get from the Government for running the scheme?</p> <p>Mr PAUL TOOLE: I can ask the department if they have that information. Otherwise we could bring that information this afternoon for you. I will say to you that the injection back into regional communities has also been outstanding. We are talking about, last year alone, about \$64 million being injected back into regional communities, so that has supported regional merchants. That is not only the customers but it is also merchants in regional locations that have benefited from that.</p> <p>The CHAIR: You will come back to me with a cost?</p> <p>Mr PAUL TOOLE: We might have it this afternoon.</p> <p>The CHAIR: That would be really good, on how much Westpac is profiting from this.</p>
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ANSWER

I am advised:

1	I refer you to the answer provided in the hearing.
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QoN 2: Fast Rail Strategy

Transcript Page: 12

2	<p>The Hon. MARK BANASIAK: You do not know where I have been, Mr Toole. Can we talk about fast rail strategy and the McNaughton report? You obviously would be aware that we put in a call for papers under Standing Order 52 to understand where the McNaughton report was, and it did not come through. There were a couple of other missing documents as well. Where is the McNaughton report, as it stands?</p> <p>Mr PAUL TOOLE: With the fast rail strategy, you are right: Professor Andrew McNaughton was engaged to undertake a study in relation to fast rail across this State. He actually went and engaged with communities. He engaged with various stakeholders. In relation to that particular focus as well, the Government has \$295 million it has actually committed to fast rail. But, again, there is some more work that needs to be done in relation to that particular report that has been put forward. We want to make sure that we get it right. We want to make sure that you also deliver a strategy that is not going to be something that is pie in the sky at the end of the day, because I think governments of all levels, time after time, have spoken about a fast rail strategy and again it is not delivered.</p>
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	<p>So I think we want to make this something that is real. We also know that it is something that is going to be rolled out over decades. But, again, we want to make sure that even with the existing rail network, there are things that we can put in place right now to be able to improve the network for customers going forward. It might be looking at things like stations. It might be looking at things like straightening up lines. That is part of the blueprint. In relation to it, as well, once that is finalised it will go to Cabinet and then Cabinet will make a decision as to what the next steps might be for that particular report.</p> <p>The Hon. MARK BANASIAK: How much did the report cost?</p> <p>Mr PAUL TOOLE: I do not have that detail with me, but I will ask for that information to be provided to you this afternoon.</p>
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ANSWER

I am advised:

2	This is a matter for the Department of Premier and Cabinet.
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QoN 3: Canberra to Eden

Transcript Page: 13

3	<p>The Hon. MARK BANASIAK: You do not know the status of this report and why it was put before council and why now they are saying—</p> <p>Mr PAUL TOOLE: We do show councils confidentially. Again, Mr Banasiak, councils are shown confidentially these reports where these studies have been undertaken.</p> <p>The Hon. MARK BANASIAK: But this council has then given access to the public, and now those members of the public have been told to sign a confidentiality agreement and delete all records of what they saw and what they took.</p> <p>Mr PAUL TOOLE: The council itself would have had the opportunity to be shown it confidentially, so I am not aware as to why they have gone and shown it out beyond those realms.</p> <p>The Hon. MARK BANASIAK: Can you maybe take it on notice and find out?</p> <p>Mr PAUL TOOLE: We can find out and provide it this afternoon if we have that information. We can do that this afternoon.</p>
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ANSWER

I am advised:

3	Transport for NSW provided the document to Council on a confidential basis. Council signed a Confidentiality Deed and are made aware of the Confidentiality requirements.
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QoN 4: Ministerial Decision

Transcript Page: 14

4	<p>The Hon. JOHN GRAHAM: When you say Mr Staples made you aware of it, that was around 27 February 2020, around the time it was—</p> <p>Mr PAUL TOOLE: I do not recall the timing, but I do know that it was my office that he actually informed and it was my office that informed me in relation to what may have been put forward to Mr Staples.</p> <p>The Hon. JOHN GRAHAM: Could you take on notice when your office was informed by Mr Staples?</p> <p>Mr PAUL TOOLE: We will see if we can find that out for you. Sometimes it is just verbal. It might have been a verbal conversation.</p> <p>The Hon. JOHN GRAHAM: Yes. But take on notice that question. If you cannot find out—this does relate to your administration. I would hope you would be able to—</p>
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ANSWER

I am advised:

4	28 February 2020.
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QoN 5: Jim Betts Letter to Rodd Staples

Transcript Page: 17

5	<p>The Hon. JOHN GRAHAM: Mr Regan, a letter was referred to in yesterday's estimates from Jim Betts to Rodd Staples in relation to this matter. I ask you to endeavour to produce that in this afternoon's session of estimates, if possible.</p> <p>Mr REGAN: I will have a look at that.</p>
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ANSWER

I am advised:

5	I refer you to the documents tabled in the hearing.
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QoN 6: Heavy Vehicle Strategy

Transcript Page: 18

6	<p>The Hon. MICK VEITCH: What is the status of the 2010 strategy?</p> <p>Mr PAUL TOOLE: I will have to take that one on notice.</p> <p>The Hon. MICK VEITCH: Is it still a current document that we are working to? That is what I am after</p>
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	<p>Mr PAUL TOOLE: I am not sure. I will have to take that on notice.</p> <p>The Hon. MICK VEITCH: I may explore it this afternoon with the public servants.</p> <p>Mr PAUL TOOLE: I will not take it on notice then. Leave it until this afternoon. That will be better.</p> <p>The Hon. MICK VEITCH: If it can be provided—</p> <p>Mr PAUL TOOLE: Yes.</p>
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ANSWER

I am advised:

6	<p>Transport for NSW is in the process of reviewing the 2010 Strategy, based on the latest Austroads Guidance 'Guidelines for the Provision of Heavy Rest Area Facilities' published in July 2019. Once this review is complete, it will replace the 2010 Strategy.</p> <p>In regards to the website, Transport for NSW welcomes feedback on the accuracy, relevancy and user experience of all content across our platforms.</p> <p>Transport for NSW has a dedicated process for reviewing all feedback and making updates or corrections to content that has been flagged as incorrect or outdated.</p> <p>Additionally, the Transport website includes a feedback form so members of the public can contribute updates and/or query the Department.</p>
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QoN 7: Rest Stop Areas

Transcript Page: 18

7	<p>The Hon. MICK VEITCH: There is a wonderful website that tells you where the rest areas are in New South Wales. Minister, how does the Government obtain the information for that website? How often is it checked? Have you had a look at it?</p> <p>Mr PAUL TOOLE: I will get the department to provide that to you this afternoon.</p>
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ANSWER

I am advised:

7	<p>Transport for NSW acknowledges the accuracy of information on our websites is important.</p> <p>Some data is provided by third parties on a reoccurring basis, to keep the information up to date.</p>
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	<p>Transport for NSW is working closely with our partners to collate the most recent data sets and welcomes feedback on the accuracy, relevancy and user experience of all content across our platforms.</p> <p>Additionally, the Transport for NSW website includes a feedback form so members of the public can contribute updates and submit feedback.</p>
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QoN 8: Canberra to Eden Railway Report

Transcript Page: 19

8	<p>The Hon. MARK BANASIAK: Sticking with the Canberra-Eden railway, I appreciate that you might need to take some of this on notice. Have you read the report or have you received a brief of this report?</p> <p>Mr PAUL TOOLE: Yes, I have received a brief on the report.</p> <p>The Hon. MARK BANASIAK: Do we know how much this report cost to conduct?</p> <p>Mr PAUL TOOLE: If you want that, we can provide it this afternoon so you do not have to wait—if we have that information. We will have a look at that as well. We can provide that this afternoon. I do not have it in front of me.</p>
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ANSWER

I am advised:

8	<p>The NSW Government committed \$1 million towards a feasibility study into the project in August 2018.</p>
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QoN 9: Rest area parking penalty notices

Transcript Page: 20

9	<p>The Hon. MICK VEITCH: It is okay; I am here. Minister, I want to go to the rest area parking trial, which we quickly touched on in the last round of questions. That trial, where there are two parking areas, as I understand it, which have restrictions around other vehicles—they are predominantly set up for heavy vehicles such as B-doubles to pull over and rest. Can I ask you how many penalty notices have been issued for individuals not adhering to the requirements of the trial?</p> <p>Mr PAUL TOOLE: I do not have that in my back pocket but we will have a look this afternoon. If we have got the information available we will provide it this afternoon. Otherwise, we will have to provide it in the next 21 days.</p> <p>The Hon. MICK VEITCH: Okay. Who is actually responsible for policing the adherence to the requirements of those parking areas?</p>
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	<p>Mr PAUL TOOLE: I will ask Mr Regan if he is aware of who is responsible.</p> <p>Mr REGAN: I am not aware but we can get that for you this afternoon.</p> <p>The Hon. MICK VEITCH: Can you find out, thanks?</p>
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ANSWER

I am advised:

9	This data is not held by Transport for NSW. Enforcement of fines for light vehicles (passenger and commercial vehicles less than 12 tonnes) parked in heavy vehicle spaces is undertaken by NSW Police and rangers.
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QoN 10: Overtaking lane south of Peak Hill

Transcript Page: 21

10	<p>The Hon. MICK VEITCH: They do not ply their trade on the Newell; they are up and down from here to Melbourne. But this truck driver would like me to ask about the failure of new works, particularly the overtaking lane south of Peak Hill. I dare say you probably have a bit of an idea about this one. It has been repaired twice and then it was completely rebuilt within 12 weeks of completion, is what they are saying. Why did that particular overtaking lane fail?</p> <p>Mr PAUL TOOLE: That is more operational, and I would have to ask Mr Regan if he is aware of why that particular section of road has failed. I am not sure if he has that—probably not now.</p> <p>Mr REGAN: I am not aware but—</p> <p>Mr PAUL TOOLE: Maybe this afternoon.</p>
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ANSWER

I am advised:

10	I refer you to the answer provided in the hearing.
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QoN 11: Green reflectors

Transcript Page:

11	<p>The Hon. MICK VEITCH: Minister, as part of the trial for the parking of heavy vehicles there has been—you and I would know, and Mr Farroway, because we travel on regional roads a lot—I have noticed in some places the green reflectors, which actually provide heavy vehicle truck drivers an indication that there is a rest area not far away. Is there a plan to trial those across the State or roll those out as a part of a trial for the heavy vehicle rest areas?</p>
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	Mr PAUL TOOLE: I am not sure, but we will ask that question and see if there is an answer for you this afternoon on it.
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ANSWER

I am advised:

11	<p>Green reflectors are currently used to signpost informal stopping areas that are used by drivers of heavy vehicles to rest, check their vehicle or fill in log books. These locations are known as Green Reflector Sites.</p> <p>Transport for NSW has developed a Technical Guide for marking informal stopping areas with green reflectors. All new sites are required to undergo a site assessment to ensure the site is appropriate for marking with green reflectors.</p> <p>Green reflectors are not used on the approach to formal rest stops, these are signposted with Blue Rest Area Signage.</p> <p>Green Reflector Sites and other informal stopping areas support the broader Rest Stop network used by drivers of heavy vehicles.</p> <p>There are currently green reflector sites on the Olympic Highway, Goldfields Way, Newell Highway, Mitchell Highway, New England Highway, Golden Highway, Cobb Highway, Silver City Highway, The Kidman Way and other State Roads.</p>
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QoN 12: Regional transport cost

Transcript Page: 27

12	<p>The CHAIR: Has your department done any research into the cost of regional transport and how it has increased over the past 10 or 20 years?</p> <p>Mr PAUL TOOLE: If you are asking me about the cost that we are putting into public transport—</p> <p>The CHAIR: No, I am asking about the cost to the public.</p> <p>Mr PAUL TOOLE: I would have to ask the department if they have that information. They can provide it this afternoon if it is available.</p>
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ANSWER

I am advised:

12	<p>Transport for NSW has not conducted any recent pricing research into regional travel costs.</p> <p>Maximum regional train fares have not increased since 2007.</p>
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	<p>Maximum rural and regional bus fares are set independently by Independent Pricing and Regulatory Tribunal (IPART).</p> <p><u>NSW TrainLink Regional Trains and Coaches</u> Maximum fares for the NSW TrainLink coach and rail network have not been increased since 2007.</p> <p>NSW Trainlink continues to offer various concessions of 50 per cent or more to eligible customers and discounts to regional adult customers, including off-peak discounts and seasonal promotions of up to 35 per cent.</p> <p><u>Regional and rural bus fares</u> In the most recent IPART review completed in December 2020, maximum fares were reduced by up to 50 per cent for medium to long distance journeys. No fare increases were made during this review.</p> <p>In the prior IPART review completed in December 2017, maximum fares were reduced on average by 29 per cent for single tickets.</p> <p>In both of these reviews, there was a strong focus on affordable pricing and equity of fares between regional and metropolitan public transport services.</p> <p>The research conducted by IPART in both reviews acknowledges the tendency for rural and regional areas to have higher unemployment, lower incomes and populations that are ageing faster than in Sydney which highlights a need for affordable transport.</p> <p>In addition, consistent with the government election commitment and the Opal Gold Card daily cap, the Regional Daily Excursion and Country Pension Excursion ticket remains at \$2.50 for travel in regional areas. This is in addition to the four free pensioner travel vouchers for travel within regional NSW.</p>
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QoN 13: Blayney to Demondrille—Cowra lines feasibility

Transcript Page: 27 - 28

13	<p>The Hon. MARK BANASIAK: Perhaps on notice, how many of these feasibility studies have that lower BCR that you are considering to do further work?</p> <p>Mr PAUL TOOLE: It depends though. Is the question—</p> <p>The Hon. MARK BANASIAK: You mentioned one, but how many others? Perhaps on notice—</p> <p>Mr PAUL TOOLE: We can have a look. We will do that as a two-part question: what are the studies that are being done and which ones are being followed up. We will provide that this afternoon.</p>
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ANSWER

I am advised:

13	<p>Five feasibility studies have been completed. These include:</p> <ul style="list-style-type: none">• Cowra Lines;• Gulgong to Maryvale Line Construction;• Kandos to Gulgong Line Reinstatement;• Narrandera to Tocumwal;• Canberra to Port of Eden. <p>Three of the five feasibility studies have been determined to be feasible in certain circumstances and merit further work and/or investigation. These include:</p> <ul style="list-style-type: none">• Cowra Lines;• Gulgong to Maryvale Line Construction;• Kandos to Gulgong Line Reinstatement.
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QoN 14: Regional Bus Services

Transcript Page: 28

14	<p>The Hon. MARK BANASIAK: Just going back to some of the original question, how much of that \$1.6 million is going to actually go towards the school services and how much will go towards replacement buses? Do you have that breakdown?</p> <p>The Hon. ROSE JACKSON: Everything.</p> <p>Mr PAUL TOOLE: I do not. I thought I did and I do, but I don't.</p> <p>The Hon. MARK BANASIAK: You do but you don't.</p> <p>Mr PAUL TOOLE: I do, but I cannot grab it at the moment.</p> <p>The Hon. MARK BANASIAK: Do you want to take it on notice and provide it later on? Mr Regan is looking—</p> <p>Mr PAUL TOOLE: Yes. We will answer it this afternoon.</p>
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ANSWER

I am advised:

14	<p>The NSW Government has committed \$1.6 billion for bus services in 2020-21 throughout NSW, including regional and metropolitan bus services, school services and funding of new and replacement buses.</p> <p>Of this, about \$473 million is for provision of bus and on demand services in regional NSW. Approximately 90% of the passenger boardings in regional NSW are school students, whether they are on a dedicated school service or a route service.</p> <p>In addition to the \$473 million to fund regional NSW bus services, \$61 million of capital funding has been provided for new replacement buses in 2020-21.</p>
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	<p>The NSW Government has committed further amounts in the 2020/21 financial year for initiatives to improve regional bus services including:</p> <ul style="list-style-type: none"> • \$56 million to improve the safety of regional students through the continued delivery of the Rural and Regional Bus Seatbelt Program, installing seat belts on all dedicated regional school buses by December 2021 and replacing any dedicated school bus in regional NSW more than 20 years old with new buses fitted with seatbelts. • \$17 million for Transport Connected Bus to allow customers to track services in real-time; • \$20.5 million to enhance the quality of services across 16 regional towns in NSW; and • \$0.5 million for trials of 13 new public transport routes to connect 44 of NSW's most isolated communities with a nearby rural town, city or existing public transport service.
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QoN 15: Parkes bypass

Transcript Page: 31

15	<p>The Hon. MICK VEITCH: Minister, the Parkes bypass—where is that up to?</p> <p>Mr PAUL TOOLE: I might ask Ms Nelson if she has that, because it is an important project for the Deputy Prime Minister and one that we have been working on closely.</p> <p>The Hon. MICK VEITCH: Maybe we should come back to that this afternoon.</p> <p>Mr PAUL TOOLE: We will come back to that this afternoon, Mr Veitch.</p>
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ANSWER

I am advised:

15	<p>Major work on the Parkes Bypass is a step closer with tenders called on 18 March 2021 for a major construction partner to build the Australian and New South Wales Government-funded, \$187.2 million project.</p> <p>An information session will be held for local contractors and suppliers, to allow them to meet the prospective tenderers and start building opportunities for local employment.</p>
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QoN 16: Cost of regional route examinations

Transcript Page: 31 - 32

16	<p>The Hon. MICK VEITCH: Out of the budget—and, again, the Government members will not like this because I am talking about scrutinising government expenditure—Sydney to Canberra, \$80 million for preliminary work; Sydney to Nowra, \$125 million to start the duplication of the rail line; Sydney to Newcastle and Port Macquarie, \$80 million to develop a new rail alignment; and Sydney to the Central West, an initial \$10 million to get work underway on a route. Are you able to provide on notice how much money has been expended against each of those and provide a status report on where those projects are up to?</p> <p>Mr PAUL TOOLE: I am sure we can have a look at that for you. I do not know if we are going to be able to this afternoon, but if we can provide it to you this afternoon, we will. Otherwise, we will have to provide it over the coming days.</p> <p>The Hon. MICK VEITCH: If you could just get back on the breakdown, a status report of where those expenditures are up to.</p> <p>Mr PAUL TOOLE: Sure.</p>
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ANSWER

I am advised:

16	<p>The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network to connect NSW is a major piece of work.</p> <p>The NSW Government committed an initial \$295 million to start early works for the fast rail network. This includes the following projects which are already underway:</p> <ul style="list-style-type: none">• \$80 million to develop a new rail alignment between Menangle and Yerrinbool as part of plans to improve travel times between Sydney, Goulburn and Canberra.• \$80 million has been committed to develop a new rail alignment between Woy Woy and Northern Sydney to improve travel times between Sydney, the Central Coast, Newcastle and Port Macquarie.• \$125 million has been committed to improve rail infrastructure on the South Coast Line.• \$10 million has been committed towards planning a route to the Central West. <p>The total costs of these initial works will be confirmed once detailed investigations and other scoping activities are completed. The NSW Government will have more to say once the strategy is released.</p>
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QoN 17: Jervis Bay Flyover

Transcript Page: 37

17	<p>Mr PAUL TOOLE: Yes, it will. It got a little bit mixed up—2022 is going to be the start of construction for the Jervis Bay flyover. So, that is still committed. What they actually mixed up—in that particular report they were talking about projects over the next 10 years and they reported it as though it was going to happen in 10 years' time. So, it was actually not reported correctly. We are still on track as to what our original commitments have been down there with the community and the local members.</p> <p>The Hon. MICK VEITCH: So to allay everyone's fears, it is actually going to happen in?</p> <p>Mr PAUL TOOLE: In 2022.</p> <p>The Hon. MICK VEITCH: In 2022. And it is scheduled to finish about when? What is the completion date?</p> <p>Mr PAUL TOOLE: I would have to—</p> <p>The Hon. MICK VEITCH: That is okay. If you take that on notice and get back to us?</p> <p>Mr PAUL TOOLE: We will get it this afternoon.</p>
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ANSWER

I am advised:

17	I refer you to the answer provided in the hearing.
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QoN 18: Snowy Mountains Highway - Batlow Road Intersection

Transcript Page: 45

18	<p>The Hon. MICK VEITCH: The Snowy Mountains Highway at that Batlow Road intersection. You are extending the 80 kilometres—</p> <p>Mr PAUL TOOLE: My understanding is it is more Batlow Road but we will clarify it this afternoon. I think it was the Batlow Road that actually had the speed review done on it. That is my understanding. If it is for that section, I would presume it would be because of some roadworks that are going to occur at the intersection. We will clarify this afternoon for you.</p> <p>The Hon. MICK VEITCH: I had my colleague Mr Graham with me and I showed him the Batlow Road intersection.</p> <p>Mr PAUL TOOLE: You took him regional. You took him out to the regions. Well done. Good job.</p> <p>The Hon. JOHN GRAHAM: I love a road trip.</p>
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	<p>The Hon. MICK VEITCH: The timber truck came into the intersection and I did not have to actually say anything to him. He just watched the timber truck and the vision provided all of my statement. The Gocup Road intersection, there is going to be a roundabout put in there?</p> <p>Mr PAUL TOOLE: Yes, a roundabout.</p>
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ANSWER

I am advised:

18	<p>I refer you to the answer provided in the hearing.</p> <p>Further detail regarding the Batlow Road intersection:</p> <ul style="list-style-type: none"> • The speed zone reduction at the Snowy Mountains Highway and Batlow Road intersection is a permanent reduction. The 100 km/h speed zone on Snowy Mountains Highway has been reduced to 80 km/h, as has the speed zone on Batlow Road from the intersection of Snowy Mountains Highway.
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QoN 19: McKanes Bridge

Transcript Page: 47

19	<p>The Hon. MICK VEITCH: What is the estimated completion date for that work and is it on track?</p> <p>Mr PAUL TOOLE: I would have to—it is a \$10 million project. I would have to check because there was a delay. There were some microbats that were discovered under the bridge when they started the work, so they had to put tools down to ensure that the management of those microbats was done in the most appropriate way. I would just have to see how much of a delay has occurred to the project but, again, when you are talking about a McDonald timber truss bridge it is one of only four remaining in the State. It is a heritage bridge and certainly one that is important to preserve in that community. But thank you for your interest in my area.</p> <p>The Hon. MICK VEITCH: Well, I am in your area a lot. Thank you. I am just after the revised completion date.</p> <p>Mr PAUL TOOLE: We can do that. We will get that this afternoon.</p>
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ANSWER

I am advised:

19	I refer you to the answer provided in the hearing.
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QoN 20: LENGTH OF STATE HIGHWAY NETWORK

Transcript Page: 48

20	<p>The Hon. JOHN GRAHAM: Okay. I am happy to leave it there and we might come back to that, including you actually tabling the hard copy. What is the length of the State's highway networks?</p> <p>Mr REGAN: I do not have the exact figure. I will come back on notice for you for the full State highway network.</p> <p>The Hon. JOHN GRAHAM: Yes, okay. Perhaps on notice, but perhaps for this session, if you could give us a rough sense of that just for the purposes of this discussion.</p> <p>Mr REGAN: That is fine. I can do that.</p>
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ANSWER

I am advised:

20	<p>The road network which Transport for NSW maintains includes:</p> <ul style="list-style-type: none">• 18,036 kilometres of State roads, including 4,317 kilometres of National Road Network, for which the Australian Government provides a funding contribution.
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QoN 21: Maintenance on Rest Areas

Transcript Page: 49

21	<p>The Hon. MICK VEITCH: Just before you go, Mr Hayes, just to confirm: Who is going to take on notice the first part of my question around the maintenance and costs and construction expenditure?</p> <p>Ms NELSON: Sorry, can you just exactly tell me—</p> <p>The Hon. MICK VEITCH: The maintenance this year on the rest areas that the State Government is responsible for and the construction cost of the new ones?</p> <p>Ms NELSON: Okay. I will see what we can do but I suspect with maintenance areas we will certainly be able to get some information around cleaning because we do put out contracts for that, and we did actually in the last 12 months significantly increase cleaning as a result of COVID. It was one of our COVID initiatives. So we will definitely be able to get you that but I suspect the maintenance might just be tied up in our normal maintenance numbers. But we will see what we can get.</p> <p>The Hon. MICK VEITCH: I will appreciate whatever you can find out.</p> <p>Ms NELSON: Yes.</p>
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ANSWER

I am advised:

21	<p>Transport for NSW utilises a combined budget for routine maintenance and cleaning of rest areas.</p> <p>The expenditure on rest area cleaning and maintenance 2020-2021 YTD February is \$7,008,425.08.</p> <p>The construction cost of new rest areas is dependent on the size and facilities required.</p>
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QoN 22: Rest area construction**Transcript Page: 49**

22	<p>The Hon. MICK VEITCH: The Minister and I both agreed this morning that we supported the use of the green reflectors as an indicator of where there was a suitable rest area. Is that a part of this process that you are talking about?</p> <p>Mr HAYES: That is an excellent question. I do not have an answer on the spot at that level of detail.</p> <p>The Hon. MICK VEITCH: I am happy for you to take this sort of stuff on notice. I am actually more about trying to get a general picture of just what is happening. "</p>
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ANSWER

I am advised:

22	I refer you to the answer to Question on Notice 11.
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QoN 23: Rest area consultation**Transcript Page:**

23	<p>The Hon. MICK VEITCH: You have undertaken consultation with stakeholders, I think you said earlier, as a part of the early phase of this work. How was that consultation undertaken? Was it face to face with the peak bodies? Was it selection of the, I do not know—standing at the heavy rest areas like Mundoonan and talking to the truckies when they pulled in? What were the mechanisms upon which we consulted with the drivers?</p> <p>Mr HAYES: The initial engagement, unfortunately, was before my time, so again I would have to answer that on notice, if I may. But it certainly involved looking at, as I mentioned before, the fatigue, but also what kind of technologies do the users require? What does the future look like in terms of fuel et cetera? It is quite a broad discussion across many aspects. The idea of producing a strategic business case is that</p>
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	then we can allocate appropriate people and an appropriate strategy going into the future to work with the industry.
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ANSWER

I am advised:

23	<p>Transport for NSW has established a project team to review opportunities to improve the heavy vehicle rest stop experience. Initial external industry guidance was taken from the National Heavy Vehicle Regulator's Fatigue Safety Forum held in Sydney in 2018, which was attended by leading heavy vehicle industry and supply chain representatives. External consultation has been, and will continue to be, centred on freight operators and industry groups, the National Heavy Vehicle Regulator, the NSW Government's Road Freight Industry Council, local councils and private rest area operators.</p> <p>Opportunities under review include: ensuring rest stops are appropriately located and have appropriate amenities; positioning rest stops to support driver fatigue management guidelines; ensuring there is an appropriate number of parking spots to meet demand and that the parking spots are appropriately sized; ensuring access and egress are appropriate for heavy vehicles; and identifying opportunities for commercial partnerships at rest areas.</p>
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QoN 24: Rest Area Map – data checked

Transcript Page: 50

24	<p>The Hon. MICK VEITCH: Thank you. The map that I spoke about with the Minister, which is essentially you can go on and hover the cursor across the spot and it will come up on the screen as to what is available at those rest areas, I have actually had it said to me that there are some inaccuracies in some of those. I have not experienced that myself; this has been conveyed to me. How often is the information checked or the data is checked that supports that interactive map?</p> <p>Ms NELSON: I am not sure. But we appreciate that sort of feedback and I am happy to go and have the website checked because the last thing we want to be doing is putting out inaccurate information. I am not sure how often it is checked but I take the feedback and we will make sure that it is double-checked and that the information on there is accurate.</p>
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ANSWER

I am advised:

24	I refer you to the answer to Question on Notice 7.
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QoN 25: Rest Area Map - data inaccuracies

Transcript Page: 51

25	<p>The Hon. MICK VEITCH: If someone identifies that there is an inaccuracy or even a subtle inaccuracy in the data about a particular rest area, how do they feed that up into the system to be collected so that the appropriate amendments can be made?</p> <p>Ms NELSON: That is an excellent question.</p> <p>Mr REGAN: Yes. I was going to say, that is a good question. I think what we might do—that is a very good question. I think if there is not a clear pathway for that feedback to be fed to us then there should be and we will look at that. I am happy to take that on notice and come back with what the current position is but also we can attempt to come back and give some sense as to where people should send that feedback and how we will go about looking at it. Because certainly that kind of feedback from users is invaluable in ensuring that the system is up-to-date. So I totally understand.</p>
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ANSWER

I am advised:

25	I refer you to the answer to Question on Notice 7.
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QoN 26: Rest area trial - Yelgun and Arrawarra

Transcript Page: 51

26	<p>The Hon. MICK VEITCH: Righto. I just want to move to the trial. When is the trial going to end for the two rest areas on the North Coast?</p> <p>Mr REGAN: The two rest areas—Yelgun and Arrawarra—and the trial that we are looking at has two aspects. The first is that there is no parking in the designated heavy vehicle areas for vehicles under 12 tonnes, so attempting to achieve that segregation. The second is for our parking restrictions for light or recreational vehicles and, again, trying to ensure that they are kept separate. I think we advised before that the police have the enforcement arrangements there. The trial that we have been undertaking, at this point we are reviewing the outcome and the effectiveness. We have not taken a decision on next steps or a further rollout. So effectively it is still being considered. But the trial is ongoing at the moment.</p> <p>The Hon. MICK VEITCH: So it is an ongoing trial.</p> <p>Mr REGAN: Yes.</p>
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	<p>The Hon. MICK VEITCH: Again, if people that are engaging in the trial want to provide feedback, is there a process upon which they can do that?</p> <p>Mr REGAN: We will check that and come back on that to make sure that that is clear.</p>
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ANSWER

I am advised:

26	<p>Community feedback can be provided to Transport for NSW on www.pacifichighway.nsw.gov.au/contact-us, via email on pacific.highway@rms.nsw.gov.au or by phone 1800 653 092.</p>
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QoN 27: Rest Area Trial

Transcript Page: 51-52

27	<p>The Hon. MICK VEITCH: What are some of the innovations we might be testing out at these sites?</p> <p>Ms NELSON: At the moment the real trial is just around that total segregation and its signage. But I think Mr Hayes is flagging that in the future we will look at other trials of different things, including the use of different technologies. Are there better ways to design the rest stops? Should we put in different sorts of facilities? Are there other facilities that would make sense for the different rest stops? Do we understand where the most strategic routes are for heavy vehicles where they do not have other options? All of that is part of this planning process. These two particular trials are very much about trying to get that segregation, because I think that came through in the initial consultation process as probably their number one issue: that they cannot get access to these rest stops because other people are using it.</p> <p>The Hon. MICK VEITCH: I think there is frustration all round.</p> <p>Ms NELSON: Yes.</p> <p>The Hon. MICK VEITCH: The grey nomads get annoyed because the truckies are taking up space. The truckies get annoyed because the grey nomads are there. There is a range of frustrations around how these things operate.</p> <p>Mr REGAN: Yes.</p> <p>The Hon. MICK VEITCH: I sat at Mundoonan, which I think is a very good one, on the Hume Highway. It is up off the highway. It is a natural barrier, so there is no sound. The truck drivers just drive in and they can drive out. There is no reversing so there are no reversing noises. Then you have the amenities block in the middle, and then on the other side is where the smaller vehicles are. I was talking to my brother-in-law, who said that is one of the ones he prefers to stop at for the reason that he can actually get a decent sleep uninterrupted—it might be short</p>
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	<p>and sharp, but that is what it does—and the toilets are always clean. He can go for walk.</p> <p>Mr REGAN: By coincidence, I was there on Sunday.</p> <p>The Hon. MICK VEITCH: At Mundoonan?</p> <p>Mr REGAN: And I noticed the way it is segregated from the highway is quite different to some of the others.</p> <p>The Hon. MICK VEITCH: Yes. I said, "If you are going to complain, you have to show me one that works well." That is one of the ones he proposed as one that works well. Also the facilities are clean. He said they can go for a walk. They can get out of the truck and go for a pleasant walk around just to stretch their legs.</p> <p>Mr REGAN: Yes.</p> <p>The Hon. MICK VEITCH: He said—he is my age now—that stretching is actually quite important.</p> <p>Ms NELSON: Yes.</p> <p>Mr REGAN: Yes.</p> <p>The Hon. MICK VEITCH: So the capacity where they can just do some gentle stretching.</p> <p>Mr REGAN: We will certainly come back on notice with any further information we have got and make sure that there is a conduit for that information.</p>
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ANSWER

I am advised:

27	<p>Should heavy vehicle users wish to provide feedback to Transport for NSW regarding rest stops, they are encouraged to visit www.rms.nsw.gov.au, go to the NSW Rest Areas page, and click "provide feedback."</p>
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QoN 28: Canberra to Eden

Transcript Page: 52-53

28	<p>The Hon. MARK BANASIAK: I go back to the Canberra to Eden railway that we were discussing with the Minister, and he took most of it on notice. I will put it in your hands. There was concern raised with me that the report was made available to the public through the council, perhaps inadvertently or it should not have been. Do we know how many people have viewed that document when they should not have?</p> <p>Ms NELSON: No, you are correct. I am not sure how many people have viewed the document. I think, as the Minister said this morning, those documents are presented in to the councils but under very strict disclosure arrangements, and part of that is they are not supposed to share it further. So I think there was just some miscommunication or</p>
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	something there. Once we found out that it was being discussed more widely and shared more widely then we have tried to swing back around and ask the council to approach those individuals and let them know that it is confidential. On the website we have the details of all the feasibility studies, where they are up to and copies of the executive summaries. So they are all there.
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ANSWER

I am advised:

28	I refer you to the answer to Question on Notice 3.
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QoN 29: Queanbeyan Bypass

Transcript Page: 53

29	<p>The Hon. MARK BANASIAK: Can you explain why the report, from what we have been informed, took a view to essentially bypass Queanbeyan as the proposed route rather than use the existing railroad corridor through Queanbeyan? Why was that decision taken?</p> <p>Mr REGAN: My understanding is that there were a number of routes identified, including using the additional corridor through Queanbeyan. There is a range of criteria that has been looked at in assessing different routes. I think we have got probably about five options that were identified. The more cost-effective solutions look to have included the route that you refer to. But I note that no formal decision has been made on a route, so I think there is still plenty of opportunity for comment on that. We can look and come back with further detail. We have been able to get a little bit more information but do not have the precise answer to that question at this point.</p>
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ANSWER

I am advised:

29	A number of route options were considered during the feasibility study including the existing rail corridor through Queanbeyan.
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QoN 30: GIPAA request - Michael Fox

Transcript Page: 53-54

30	<p>The Hon. MARK BANASIAK: Can we go to the Michael Fox issue, if you have information on that to hand.</p> <p>Mr REGAN: Yes. This is quite historic, as you mentioned before. We have been working through but there has been some delay in obtaining some of this information. We are continuing to work through to obtain that. Once we have done that, we will be reviewing it in the context of the GIPAA request. So we are still looking at that and we will continue.</p>
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	<p>We will have to take that more formally on notice. We do not have an answer as to a time frame at this point as to when it would be available.</p> <p>The Hon. MARK BANASIAK: Were the tapes ever actually really lost or destroyed? Because the original correspondence my colleague received implied that they were destroyed. Then when it was suggested that you go back to Fujitsu, after a couple of months of crickets and tumbleweeds you said that you had found the solution, they were not destroyed and that the label had just fallen off.</p> <p>Mr REGAN: My understanding is that the tapes could not be located originally.</p> <p>The Hon. MARK BANASIAK: Okay.</p> <p>Mr REGAN: They should be able to be located, but we are working that through.</p> <p>The Hon. MARK BANASIAK: But no definitive time line?</p> <p>Mr REGAN: No, but we are working on it. It has come to our attention more recently in December of last year and we are working that through. We should be able to obtain those tapes.</p> <p>The Hon. MARK BANASIAK: Perhaps on notice, when you go back, if you do get a—</p> <p>Mr REGAN: A time frame.</p> <p>The Hon. MARK BANASIAK: —a time frame, if you can report back.</p> <p>Mr REGAN: That is fine. We will do that.</p>
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ANSWER

I am advised:

30	The searches through the back-up tapes have been conducted and that information is currently being reviewed. It is expected that a response will be provided to the original GIPA applicant by the end of April 2021.
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QoN 31: Ministerial direction - number of trees

Transcript Page: 58

31	<p>The Hon. DANIEL MOOKHEY: What is the result of that pass? How many trees are going to be required to be removed after the process?</p> <p>Ms NELSON: We have kilometres of trees; I am not sure I have numbers of trees though.</p> <p>The Hon. DANIEL MOOKHEY: How many kilometres of trees?</p> <p>Ms NELSON: So we have done a phase one on Princess Highway of 223 kilometres and on the Gwydir Highway of 127 kilometres.</p> <p>The Hon. DANIEL MOOKHEY: Of trees that need removal?</p>
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	<p>Ms NELSON: That have been removed. These are high-risk trees that have been removed.</p> <p>The Hon. DANIEL MOOKHEY: So you have removed 223 kilometres on which highway?</p> <p>Ms NELSON: Princess and Gwydir—not all trees.</p> <p>The Hon. DANIEL MOOKHEY: No. But how many? Do we know?</p> <p>Ms NELSON: We could try to find out.</p> <p>The Hon. DANIEL MOOKHEY: Could we? Do we have a range?</p> <p>Ms NELSON: I am not sure. We could find out.</p>
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ANSWER

I am advised:

31	Under the Bushfire Resilience Project, Transport for NSW has removed a total of 7183 trees on the Princes and Gwydir Highways as at 19 March 2021.
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QoN 32: Ministerial direction - environmental permits

Transcript Page: 61

32	<p>The Hon. JOHN GRAHAM: You referred to special permits that might be required for some of this clearing to happen. What sort of special permits might have been required?</p> <p>Ms NELSON: Might have been required or were required?</p> <p>The Hon. DANIEL MOOKHEY: To implement the Minister's direction—his original direction.</p> <p>Ms NELSON: I would have to go back and have a look at what that specific advice was.</p> <p>The Hon. JOHN GRAHAM: Great, if you could take that on notice that would be useful.</p>
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ANSWER

I am advised:

32	Transport for NSW has not undertaken an assessment of the permits that would be required to implement the Minister's direction for all State-managed highways.
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QoN 33: Environmental Impact Advice - Minister Constance Office

Transcript Page: 63

33	<p>The Hon. DANIEL MOOKHEY: Can you take that on notice to inquire into whether any environmental impact advice was sought by Minister Constance or his office prior to 27 February?</p> <p>Mr REGAN: I presume you mean sought from the department.</p> <p>The Hon. DANIEL MOOKHEY: Yes.</p> <p>Mr REGAN: Yes, I can take that on notice.</p>
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ANSWER

I am advised:

33	I refer you to the answer provided in the hearing.
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QoN 34: Eden - Canberra - Non-disclosure

Transcript Page: 65

34	<p>The Hon. MARK BANASIAK: I have a couple of questions around the non-disclosure, going back to the Eden-Canberra railway. I understand that you are essentially trying to tidy a mess that was not your making. What mechanisms do you have in place if these people who viewed the documents refuse to now sign the confidentiality agreement, post obviously viewing the documents? How do you propose to put the genie back in the bottle?</p> <p>Mr REGAN: We would hope that people would understand that if they have been shown a document that they should not have, they will agree to keep it confidential.</p> <p>The Hon. MARK BANASIAK: Is there anything that you can do to—</p> <p>Mr REGAN: I would have to look whether there is any further kind of action we could take, but we will certainly have those discussions. I do not think it is something I can really speculate on but I am happy to take it on notice.</p> <p>The Hon. MARK BANASIAK: That would be good.</p>
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ANSWER

I am advised:

34	Transport for NSW provided the document to Council on a confidential basis. Council signed a Confidentiality Deed and were made aware of the confidentiality requirements.
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QoN 35: Tree removal - threatened species

Transcript Page: 65

35	<p>The Hon. JOHN GRAHAM: That is useful context, but I am asking a specific question: Which threatened species did you have to take advice about that might be potentially impacted as you adopted your risk-based approach? I am happy for you take that on notice.</p> <p>Ms NELSON: I might have to take it on notice.</p>
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ANSWER

I am advised:

35	<p>All native species were considered in the development of our risk-based approach including threatened species.</p> <p>The work involved deferring removal of:</p> <ul style="list-style-type: none">• all large trees over 100 centimetres at breast height• trees with multiple habitat values such as hollows, stick nests, roosts, food resources, termite mounds, epiphytes and tree orchids• trees where removal would reduce tree density below accepted benchmarks and so risking cumulative impacts• trees where the removal would damage other trees with habitat value. <p>Other components of the risk-based approach dealt with trees with Aboriginal cultural heritage value, landscape/scenic value and cultural plantings.</p> <p>Every tree was individually assessed on the ground by environment staff working with arborists and engineering staff.</p> <p>Where such trees posed a risk to road safety (as determined by an arborist using a standardised approach), the advice of an ecologist was obtained and appropriate mitigation measures applied to removal, including the option of partial removal, including trimming.</p> <p>Threatened species addressed by this approach include squirrel gliders, yellow-bellied gliders, koala, microbats, glossy black cockatoos and powerful owls.</p>
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QoN 36: Cultural Impact

Transcript Page: 67

36	<p>The Hon. DANIEL MOOKHEY: Just alongside those questions, what cultural impact would the original instruction result in, in terms of disturbance of Indigenous sites or otherwise? Did you seek advice? Did you obtain advice as to whether this would impact on the cultural—</p>
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	<p>Mr REGAN: Clearly the impact on significant sites from an Indigenous perspective is something we consider, whether it is on a new build or on any piece of work. It is something that we always look through. That would have to be assessed again. Very much it is case by case, location by location. I do not think a sweeping answer does that justice.</p> <p>The Hon. DANIEL MOOKHEY: To be fair, I am not really asking for a sweeping answer. Ms Nelson, in so far as the strategy that has been adopted, what cultural impact is that having? What steps have been taken to consult with Indigenous communities and others who are impacted?</p> <p>Ms NELSON: As part of the teams that were involved in doing the vegetation management, the high-risk trees that we have talked about, we have Indigenous advisers inside the department as well as environmental advisers who have helped us through the process. We have also engaged external arborists. There was a team established with all the different disciplines who have been working through those, so we have been really careful.</p> <p>The Hon. DANIEL MOOKHEY: You consulted with the internal department's Indigenous advisers. What about external advisers?</p> <p>Ms NELSON: I would have to check.</p> <p>The Hon. DANIEL MOOKHEY: Will you that on notice?</p> <p>Ms NELSON: Yes, sure.</p>
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ANSWER

I am advised:

36	<p>The assessment procedure for tree removal included a review of the Aboriginal Heritage Information Management System (AHIMS).</p> <p>Transport for NSW Aboriginal Cultural Heritage Officers then reviewed and assessed the proposed project areas, consistent with the Transport for NSW Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) Stage 1, which is a routine assessment process. Stage 1 assessments (with the exception of Bawley Point) did not identify impacts to Aboriginal culturally modified trees and work proceeded as planned. An additional assessment took place at Bawley Point in partnership with a Registered Native Title representative and it was agreed that there would be no impact.</p> <p>Under the PACHCI, if there is likely to be potential impacts then external Aboriginal cultural heritage stakeholders (Land Councils and Native Title parties) are consulted, along with archaeologists and/or arborists for advice.</p>
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QoN 37: Types of Contracts

Transcript Page: 67-68

37	<p>The Hon. DANIEL MOOKHEY: Is this work being performed by Transport for NSW staff or have you procured others to do it for you?</p> <p>Ms NELSON: I believe it is a combination. We have some of our staff working on it but we have used some external providers.</p> <p>The Hon. DANIEL MOOKHEY: You went to tender to implement this?</p> <p>Ms NELSON: I would have to check exactly the procurement method that we used.</p> <p>The Hon. DANIEL MOOKHEY: You have let contracts to presumably arborists and others?</p> <p>Ms NELSON: I am not sure. We may have used panel arrangements already in place. I suspect we used panel arrangements but I could not be 100 per cent sure. I am happy to double-check.</p> <p>The Hon. DANIEL MOOKHEY: Presumably you entered into contracts with them or did you hire them on a job-by-job basis? What exactly have we procured?</p> <p>Ms NELSON: Again I would have to check what procurement method we used.</p> <p>The Hon. DANIEL MOOKHEY: I am not asking about the method. I am asking you what type of arrangement was entered into. Are they working under a master service agreement, for example, that is already in place with the department? Are they specific contracts for specific work? Is it a rate card?</p> <p>Mr REGAN: We would be happy to take that on notice. We have arrangements, as Ms Nelson mentioned—panels, individual contracts. Some of these people are internal, some external expertise. It is not dissimilar to the same advice that we get when we are in the planning and implementation of new projects. So some of this resource we have available to us internally and externally. There may or may not be individual arrangements but we can take it on notice and revert on that.</p> <p>The Hon. DANIEL MOOKHEY: Will you take on notice the number of contracts that have been entered into as part of this program and with whom they have been entered into, what the contract duration is for each of them?</p> <p>Mr REGAN: We will look to see the extent to which they are individually identifiable purely under this program. I think some of them are going to be broader based than just associated with this particular aspect because it is a similar piece of advice around impact.</p> <p>The Hon. DANIEL MOOKHEY: I am very happy for you to provide it at a general level. Perhaps what we can use is whatever contract you would otherwise have to disclose on the Government Information</p>
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	<p>(Public Access) Act register under the GIPAA requirements. Perhaps they are the ones we can start with as being threshold.</p> <p>Mr REGAN: I presume we are as well.</p> <p>The Hon. DANIEL MOOKHEY: Yes. To be fair, the Information Commissioner criticised you guys the other day about that so you might want to check. Either way, can we get the list on notice?</p> <p>Mr REGAN: We will take on notice what we can provide about that.</p>
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ANSWER

I am advised:

37	<p>In addition to its own staff, Transport for NSW used two primary contract types, dependant on the requirements of specific regions.</p> <p>Total of all engagements 2020/21 FY to date is 70 with 24 separate companies engaged.</p> <p>There are separate engagements for each district work office as well as the Bushfire Resilience Project.</p> <p>Current contract types include:</p> <ul style="list-style-type: none"> • C41 Minor Physical Works and Services contracts on fixed term. • C41 Minor Physical Works and Services contracts on an as required basis. • Panel contracts on fixed term with work orders issued for each discreet package of works. • Panel contracts on an as required basis with work orders issued for each discreet package of works. <p>All contracts over \$250,000 are open tendered.</p> <p>10 Emergency Letters of Acceptance were also issued for emergency works under the Bushfire Resilience Project.</p> <p>Contracts are grouped into slashing and weed spraying works with tree lopping works separate.</p>
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QoN 38: Weed maintenance costs

Transcript Page: 69

38	<p>The Hon. MICK VEITCH: I am probably one of the few MPs who bang on about this all the time, and I have been for many, many years. The agencies have a responsibility for weed management. When people talk about fuel loads in bushfires it is not just tree growth. It is actually substantially woody weeds. I would suggest that after the bushfires one of the lessons we have learnt is that we actually have to do more with government land in the eradication of woody weeds such as</p>
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	<p>blackberries, briar bush and lantana. I guess if you could just take it on notice and tell me how much we have increased the funding for weed maintenance and the agencies, Mr Regan, that would be really good.</p> <p>Mr REGAN: Yes, we will take on notice what our funding and expenditure is.</p> <p>The Hon. MICK VEITCH: Yes, and not just for roads but the rail corridors as well. I know some of the corridors are managed by someone else.</p> <p>Mr REGAN: Yes, we will look at what we can provide you on that.</p> <p>The Hon. MICK VEITCH: Thank you very much.</p> <p>Mr REGAN: I do not think we have anyone here with us who has got that.</p> <p>The Hon. MICK VEITCH: That would be good if you could take it on notice.</p>
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ANSWER

I am advised:

38	<p>The total expenditure on vegetation management on the Country Regional Network in 2019-2020 was \$3,176,881.</p> <p>The total expenditure on vegetation management on the Country Regional Network in 2020-2021 is currently forecast to be \$4,069,849.</p> <p>The total expenditure on vegetation management for road network in 2019-20 was \$15,708,231.16.</p> <p>The budgeted expenditure on vegetation management for road network for 2020-2021 is \$22,391,779.</p>
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QoN 39: BLOCK AND REPAIR

Transcript Page: 69

39	<p>The Hon. MICK VEITCH: After the fires and rain they are back to where they were. I want to go back to this Deloitte document that I was talking to the Minister about this morning. Being upfront, I am pretty gobsmacked that a document that was delivered to the Government on 17 January 2020 finds its way to the Minister's desk the same week that I get a GIPAA result back with the document. Mr Regan, when was the Deloitte report on the Transport for NSW block grant and repair programs commissioned—I suspect you might have to take it on notice—but when was it commissioned and when was it actually received into the agency?</p> <p>Mr REGAN: I will take on notice the exact date, but I would note that the report, which was received and written in 2020—our priority last year was bushfire resilience and stimulus. I think we actually increased the level of funding to councils around roads through stimulus packages during last year. It is not uncommon for the agency to get advice on</p>
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	<p>reports that are not shared immediately or ever with the Minister's office. You would imagine that with the size of the business that we are operating in there are lots of reports.</p> <p>The Deloitte report that you refer to is an external consulting report. No decisions have been made around block and REPAIR grants. The Government has not asked us for detailed advice or decisions. To be absolutely clear, there have been no decisions made around either of those programs. The report was assisting the thought processes and looking at options. A lot of that work was put on hold because our focus was switched to stimulus and other measures. There is currently no decision or proposal to change block and REPAIR grants.</p>
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ANSWER

I am advised:

39	The report was commissioned on 8 October 2019 and Transport for NSW received a final draft report on 17 January 2020.
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QoN 40: Hunter- Orana fuel pipeline project

Transcript Page: 71

40	<p>The Hon. MICK VEITCH: Who is responsible for the Hunter-Orana fuel pipeline project? Does that fit anywhere?</p> <p>Ms NELSON: I do not know about that. We might have to take that on notice.</p> <p>Mr REGAN: Yes.</p> <p>Ms NELSON: We might have to take—</p> <p>The Hon. MICK VEITCH: Has the research been released, essentially, on that project?</p> <p>Mr REGAN: Okay. We will take that on notice.</p>
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ANSWER

I am advised:

40	This information is publicly available on the Transport for NSW website.
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QoN 41: School bus seat belt retrofit

Transcript Page: 72

41	<p>The Hon. MICK VEITCH: It is on target. Okay, thank you. So there are a number of other—I have started this process. The school bus seatbelt contract or tenders went out late last year. Are we using New South Wales-made seatbelts retractors and seatbelt mechanisms? Are they made in New South Wales or have we sourced them from somewhere else?</p>
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	<p>Mr REGAN: I think this one is for Ms Wise.</p> <p>Ms WISE: Yes, certainly. I would have to take about the specific seatbelt mechanism on notice. We are using throughout the program a range of suppliers and installers and retrofitters. Some are New South Wales-based, some are just over the border in Queensland, but there is a range of service suppliers that we are using as part of the program.</p> <p>The Hon. MICK VEITCH: And is one of the requirements of the tender or the contract that has been put in place with those providers that they use New South Wales labour or can the Queensland operators take the buses interstate to fit the seatbelts?</p> <p>The Hon. MICK VEITCH: And what is the completion date for this existing contract that is in place?</p> <p>I think there are five or six providers.</p> <p>Ms WISE: In terms of the program, we are due to have all the buses retrofitted with seatbelts by the end of this year.</p> <p>The Hon. MICK VEITCH: So December 2021. If you could take that other element on notice.</p> <p>Ms WISE: I will see what we can provide</p>
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ANSWER

I am advised:

41	<p>The scope of works for the Rural and Regional Seat Belt Retrofit Project involves the replacement of existing seats in buses with 2-for-3 seats fitted with ADR 68 compliant lap/sash seatbelts. Accordingly, it is not merely the installation of seatbelt retractors and seatbelt mechanisms to existing seats.</p> <p>There are two suppliers of 2-for-3 seats fitted with ADR 68 compliant lap/sash seatbelts in Australia:</p> <ol style="list-style-type: none"> 1. Styleride Seating Systems, based in Queensland; and 2. McConnell Seats Australia, based in Victoria. <p>The Rural and Regional Seat Belt Retrofit Project procures seats from each of these suppliers.</p> <p>Transport for NSW established the 'Rural and Regional Bus Seatbelt Retrofit Project Services Panel'. The following Panel Members have been deemed capable (both technically and organisationally) of conducting the retrofitting works:</p> <ol style="list-style-type: none"> 1. AMA Group Solutions Pty Ltd; 2. Baxters Omnibus Sales & Service Pty Ltd; 3. Coachworks Pty Ltd; 4. G.H. Varley Pty Ltd; 5. Busways Pacific Pty Ltd; and 6. Bustech Pty Ltd.
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	<p>Retrofitting works are procured from the Panel Members via Request for Proposals, requesting the pricing to undertake retrofitting of specific work packages (groups of buses).</p> <p>Each of the Panel Members, except Coachworks Pty Ltd and Bustech Pty Ltd, undertake their retrofitting works within NSW. Coachworks Pty Ltd and Bustech Pty Ltd undertake their retrofitting works in their licensed facilities located in Brisbane and Burleigh, Queensland, respectively. It is also worth noting that due to their proximity to the NSW border, approximately 45 per cent of Bustech employees live in NSW.</p>
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QoN 42: Length of state highways

Transcript Page: 74

42	<p>Mr REGAN: And I have various numbers around lengths of roads in New South Wales.</p> <p>The Hon. JOHN GRAHAM: I am all ears.</p> <p>Mr REGAN: But I do not have the precise answer for you in that we have the length of the New South Wales road network: 185,000 kilometres, but that includes local, Federal and State. There are about 18,000 kilometres of State roads but I do not think that is the number you are after, either, because you are after State highways.</p> <p>The Hon. JOHN GRAHAM: Yes, exactly.</p> <p>Mr REGAN: So I am going to continue to see whether I get it this afternoon. If not, it will come more precisely on notice.</p> <p>The Hon. JOHN GRAHAM: Yes. And, as I have indicated, I am happy with a general number.</p> <p>Mr REGAN: So it is south of 18,000.</p> <p>The Hon. JOHN GRAHAM: Yes, agreed.</p> <p>Mr REGAN: We are just working out exactly what to include—and, to confirm, I presume you are looking at outside of metropolitan areas?</p> <p>The Hon. JOHN GRAHAM: No, I am looking at the State's highways. Just that State highway figure. Although, I think that is a fair point you are making.</p>
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ANSWER

I am advised:

42	I refer you to the answer to Question on Notice 20.
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QoN 43: Are program evaluations publicly available

Transcript Page: 76

43	<p>The Hon. MICK VEITCH: What is the success of these programs measured against? What is the outcome you are actually after when you evaluate the program? Do you actually go, "We have exceeded our expectations here, we have done well" or "That didn't work so well, we probably need to target this in a different way". What is the outcome you are after?</p> <p>Mr CARLON: We are after reach for the messages around road safety messaging in the same way that we would for advertising messaging and the reach that we would be looking at for that for a particular audience and demographic. Those measures are included in the agreements that we have with those organisations. Many of them are using their own social media platforms as well, and so there are good metrics about the responsiveness in terms of their social media engagement with people. That said, just as an aside, our road safety Facebook page actually reaches 1.2 million people a week.</p> <p>The Hon. MICK VEITCH: Wow.</p> <p>Mr CARLON: We have very robust metrics around the engagement level. So in terms of that reach, we have around 88,000 positive engagements as a result of that reach in New South Wales around road safety issues. I would also point out this is in a much broader context of the whole education and communications framework, which is outlined within the Road Safety Plan, around creating a stronger culture around safer behaviours and connecting with particular communities that are either most at risk or are high-level influencers in terms of people's attitudes and behaviours with regard to road safety.</p> <p>The Hon. MICK VEITCH: Are those evaluations—let's just say the sponsorship. I understand you would undertake evaluation of other elements of this fund as well, but let's just say the sponsorship. Are they publicly available or are they kept in-house?</p> <p>Mr CARLON: I would have to take that on notice.</p> <p>The Hon. MICK VEITCH: You can take that on notice.</p> <p>Mr CARLON: I understand that they are certainly in-house.</p> <p>The Hon. MICK VEITCH: I am happy for you to take that on notice.</p> <p>Mr CARLON: I will take that on notice, yes.</p>
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ANSWER

I am advised:

43	Transport for NSW engages independent research specialists to provide evaluation of contract benefits, return on investment and audience reach. The findings of the evaluations informs Transport for
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	<p>NSW of the strongest platforms to reach key audiences for road safety messages and to deliver on strategic communications objectives.</p> <p>Current sponsorship programs are publicly available on the Centre for Road Safety website.</p>
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QoN 44: Heavy Truck Safety Research

Transcript Page: 77

44	<p>The Hon. MICK VEITCH: In this 2019 progress report on page 30, you talk about the heavy truck safety research, which I think is probably relevant to a lot of the questioning today. In there you talk about that "attitudinal research was undertaken in February 2019 to better understand attitudes and behaviours of heavy truck drivers and other road users". Then it says "Unpublished Research". It goes on: "Taverner Research (2019) Heavy Truck Safety", and then there are the findings from the research. But if I wanted to look at that research in more detail, is there a link that I can go to to find that more detailed research?</p> <p>Mr CARLON: Yes. Again, I will take that on notice. There are a number of research reports which are published on our website around the evaluations and research conducted, and I will just take it on notice and double-check whatever is there.</p> <p>The Hon. MICK VEITCH: Again, if this is the progress report and there is a body of research there, the link or something there would be beneficial for people to go straight to that research, as opposed to getting out of this and going somewhere else. It would flow for the purposes of what we are trying to do.</p> <p>Mr CARLON: Yes.</p> <p>The Hon. MICK VEITCH: If you take that on notice, that would be—</p> <p>Mr CARLON: I will take it on notice.</p>
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ANSWER

I am advised:

44	<p>The Heavy Truck Safety research was presented at the Australasian Road Safety Conference (ARSC) in 2019 and an extended abstract is available online via the conference website. Key stakeholders were also engaged about the findings from the research, including the NSW Police Force.</p>
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QoN 45: Road Safety Fund - how much was speed camera revenue

Transcript Page: 78

45	<p>The Hon. JOHN GRAHAM: Can I chip in briefly. Can I get you to clarify those other numbers for 2019-20, 2020-21, because that is useful. This</p>
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	<p>is the most recent report. Because of the way you have described it is linked, it is a bit of a lagging indicator. What was the total expenditure for the road safety fund, including the camera revenue and the Government revenue in 2019-20?</p> <p>Mr CARLON: I do not have the exact split for 2019-20 here in front of me. However, it was around 50 per cent. That has been pretty much on average since the fund was actually initiated.</p> <p>The Hon. JOHN GRAHAM: I will come back to the split, but I want to know the total for 2019-20. What was the total?</p> <p>Mr CARLON: My understanding of the total—just give me a moment. I do have that. Do you have another question?</p> <p>The Hon. JOHN GRAHAM: What I am interested in for 2019-20 and then for the budget for this financial year, what was the total? How much of that was camera revenue and how much was government top-up for those two years?</p> <p>Mr CARLON: I might take that on notice, if that is okay.</p> <p>The Hon. MICK VEITCH: Yes, that is pretty important.</p> <p>Mr CARLON: Yes.</p>
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ANSWER

I am advised:

45	<p>For 2019-20, the camera revenue inflow into the Community Road Safety Fund was \$155.9 million and the total expenditure was \$344 million.</p> <p>For 2020-21, the total budgeted expenditure is \$488 million and the camera revenue inflow into the Community Road Safety Fund as at 28 February 2021 is \$160.4 million.</p>
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QoN 46: Confirm public black spots figures

Transcript Page: 81

46	<p>The Hon. JOHN GRAHAM: You have usefully cautioned me about what I thought was the Minister's very welcome announcement. Mr Carlon, I have just given you that blackspot funding that I put on the record the other day. I ran through it in the agency session. Again, I am happy if you want to do this now or later on notice, but those are the publicly announced blackspot funding figures. I want you to confirm that they are correct. I am happy for you to do that on notice.</p> <p>Mr CARLON: That is okay. Yes, I am happy to verify those. There is the budget and there is the actuals, so I will validate that figure. Principally because each year, particularly last year with the fires and floods and other things, there were rollovers of some projects into this financial year. I will validate those figures for you.</p>
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ANSWER

I am advised:

46	<p>Yearly expenditure for the Blackspot program is as follows:</p> <ul style="list-style-type: none">• 2018-19 - \$13.8 million• 2017-18 - \$16.6 million• 2016-17 - \$18.0 million• 2015-16 - \$25.5 million• 2014-15 - \$23.3 million• 2013-14 - \$28.8 million. <p>Funding traditionally allocated through the Blackspot program has been reallocated to the Safer Roads Program, which adopts a route-based safety treatment that is shown to be more effective than the specific approach taken under the Blackspot program. This addresses high-risk sections of the road network with proven and effective life-saving treatments like wide centrelines, audio tactile line marking and fixing high-risk curves to improve road safety across the network.</p> <p>Funding for the Safer Roads Program has risen from \$121 million in 2018-19 to \$283 million in 2020-21.</p>
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QoN 47: Regional Bus Services

Transcript Page: 82

47	<p>Mr REGAN: There was a question about the \$1.6 million for additional bus services; that is \$1.6 billion, not million. I think that might change the nature of the discussion.</p> <p>The Hon. MARK BANASIAK: That might give you a little bit more room to play with.</p> <p>Mr REGAN: I thought I would get that on the record: It is \$1.6 billion. We can give you some detail on that, if you wish.</p> <p>The Hon. MARK BANASIAK: If you could give us an itemised</p> <p>Mr REGAN: There is a little more room in there.</p> <p>The Hon. MARK BANASIAK: There is a lot more room in there.</p> <p>Mr REGAN: We will take that on notice to come back with a broader breakdown.</p>
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ANSWER

I am advised:

47	I refer you to the answer to Question on Notice 14.
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QoN 48: Sturt Highway

Transcript Page: 84

48	<p>The Hon. MICK VEITCH: I might. I have just a couple of matters on the Sturt Highway. Last estimates I raised this issue around the corridor plan that was undertaken through or promised through Wagga of the Sturt Highway. I think it was promised in the election in 2015. I am being told that it still has not been released. It must have been conducted because there was intersection work being done. There must be a corridor plan.</p> <p>Mr REGAN: I think that is right—</p> <p>The Hon. MICK VEITCH: Take it on notice?</p> <p>Mr REGAN: —but I will take it on notice, unless we have got something we can refer on that straightway.</p> <p>Ms NELSON: No, I do think we do.</p> <p>Mr REGAN: I do not think we do. We will take it on notice.</p> <p>The Hon. MICK VEITCH: The other one in regard to this stretch of the Sturt Highway through Wagga, the Marshalls Creek Bridge upgrade, was promised in the 2018 by-election and I am told reliably that there is still no work.</p> <p>Mr REGAN: We will come back to you on that one on notice as well.</p>
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ANSWER

I am advised:

48	<p>The Wagga Wagga Urban Highway Study, prepared in 2017, is a supporting attachment to the draft Wagga Wagga Transport Plan. This Plan is currently in the process of being finalised for public consultation. The study has been considered as part of the Plan's multi-modal transport vision for Wagga Wagga.</p> <p>Planning is well underway on the Marshalls Creek Bridge project. In January 2021, Transport for NSW awarded the tender for the detailed design work to SMEC Holdings Australia. The next steps involve progressing the detailed design of the bridge followed by environmental investigations.</p> <p>Construction of the new Marshalls Creek Bridge is expected to take place in 2022 and will take about 14 months to complete, weather permitting.</p>
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QoN 49: PARKES HIGHWAY AGAIN

Transcript Page: 84

49	<p>The Hon. MICK VEITCH: That would be very good. I think that is that one. Then could we go to the Newell Highway. I have asked about the Parkes bypass and it is in the budget and I have been provided with some updates there. Can I just ask what was the consultation process that was followed for the Parkes bypass? Was the department responsible for that or was it undertaken, for instance, by the council, which is a very strong proponent for this bypass?</p> <p>Mr REGAN: Ms Nelson, are you aware?</p> <p>Ms NELSON: No, it is a State and Federal funded project, so it would have been a process that we ran.</p> <p>Mr REGAN: It would be State, yes.</p> <p>The Hon. MICK VEITCH: So that consultation, as I understand it, would have been done in early 2020.</p> <p>Ms NELSON: I would have to check the dates. I am surmising, but it is a Federal-State project so we would have used our normal consultation process and it would have been led by Transport.</p> <p>The Hon. MICK VEITCH: Okay. Thank you.</p>
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ANSWER

I am advised:

49	<p>On June 26, 2019 the Minister for Regional Transport and Roads announced the proposed concept design for Parkes Bypass and invited community feedback.</p> <p>Transport for NSW conducted the community and stakeholder consultation for this project. This included:</p> <ul style="list-style-type: none">• A Community Consultation Report was published in February 2020, which provides a summary of the community and stakeholder consultation carried out by Transport for NSW to support the display of the concept design and the Review of Environmental Factors• An online information session was held via Facebook on Tuesday 15 December 2020 to outline upcoming opportunities for local suppliers and contractors. <p>The community will continue to be kept informed as the project progresses.</p>
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QoN 50: Traffic Lights, Newell Highway Dubbo

Transcript Page: 85

50	<p>The Hon. MICK VEITCH: This has been provided to me. I am just going to read this one. There were traffic lights installed at the Newell Highway in Baird Street, Dubbo. Has the work been completed?</p> <p>Ms NELSON: Actually, as part of that whole program of works, two intersections were upgraded from roundabout to traffic lights and the work has been completed.</p> <p>The Hon. MICK VEITCH: Yes. It has been completed?</p> <p>Ms NELSON: It has.</p> <p>The Hon. MICK VEITCH: Were there any issues around excavations for that work?</p> <p>Ms NELSON: I am not quite sure what you mean. I know there was a lot of complexity around utility movement, but apart from—that was kind of the only controversy because I remember standing there on the corner.</p> <p>The Hon. MICK VEITCH: I think this is where this is going.</p> <p>Ms NELSON: I remember standing there on the corner and there were a lot of issues because there were a lot of utilities around there. But you have been to Dubbo. You know those big roundabouts and the trucks trying to get through them. The move to traffic lights is a big improvement, but there were a lot of challenges around the utility movements.</p> <p>The Hon. MICK VEITCH: Yes, was there any asbestos discovered onsite as a part of this issue?</p> <p>Ms GERAGHTY: I would have to take that on notice. I do not know. I will come back.</p> <p>The Hon. MICK VEITCH: Can you take that on notice? Thank you. And the utility issue has been resolved as a part of the process?</p>
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ANSWER

I am advised:

50	<p>All work at the Newell Highway, Mitchell Highway intersection upgrade project has been done in accordance with all relevant Environment Protection Authority and SafeWork guidelines and legislation relating to working with contaminated material.</p> <p>This includes the testing, removal and disposal of contaminated material. Transport for NSW expected the Amber Tiles building to contain contaminated material, based on the building's age and style of construction. Following demolition of the building, initial testing was carried out by the contractor which did not provide adequate detail regarding the level and extent of the contamination.</p>
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	<p>Transport for NSW conducted detailed grid testing using an independent qualified consultant.</p> <p>The initial grid pattern test results indicated the presence of lead-based paint and asbestos. Further detailed leachate testing was carried out to identify the level of lead in the contaminated area.</p> <p>The test results indicated the levels of lead were below the standard threshold and the material was classified under general solid waste.</p> <p>Transport for NSW, in consultation with the Environment Protection Authority, disposed both the general solid waste and asbestos waste to a licensed waste facility.</p> <p>Following disposal of the waste, Transport for NSW has undertaken testing on the previous contaminated site outside the building footprint to validate the site.</p>
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QoN 51: KOOTINGAL AND NAMOI CROSSING AT MANILLA

Transcript Page: 85

51	<p>The Hon. MICK VEITCH: Yes, you do. So back to Kootingal—this is the 6.7 kilometre section between Sandy and Braefarm roads at Kootingal. Can I just ask what has happened there? Where is that up to? I think it is being funded out of the Saving Lives on Country Roads program.</p> <p>Mr REGAN: We will have to revert on that one. We will take it on notice.</p> <p>The Hon. MICK VEITCH: Can you take it on notice? I guess I just want to know what is the expenditure to date on that particular program.</p> <p>Mr REGAN: I just want to make sure we get that right for you.</p> <p>The Hon. MICK VEITCH: And the same thing for the Namoi River Crossing at Manilla—what it is up to and what is the expenditure to date?</p> <p>Mr REGAN: We will take that on notice.</p>
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ANSWER

I am advised:

51	<p>The Kootingal work between Sandy and Braefarm roads is part of the New England Highway – Willow Tree to Uralla Safety upgrade project and is funded out of the Safer Roads Program.</p> <p>The project commenced early 2021 with completion expected mid-year, weather permitting. Major drainage works are complete and the</p>
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	<p>removal of roadside trees is complete. Expenditure to date for the Kootingal section of works is \$1,872,433.</p> <p>The Namoi River Crossing Project is being delivered by Tamworth Regional Council. The project is progressing well with the bridge running on time and the civil works slightly ahead of schedule. The new bridge for Manilla will provide a second river crossing without the restrictive load limit and narrow width of the existing bridge. Large heavy vehicles will no longer need to detour through local streets to cross the river or use the extremely narrow existing bridge. The project is expected to be complete by August 2021.</p> <p>Current expenditure as of 3 March 2021 is \$4.7 million.</p> <p>The funding for this project is split into three parts:</p> <ul style="list-style-type: none"> • \$7.9 million Grant for Tamworth Regional Council under the Growing Local Economies Fund (GLEF) • \$877,000 Tamworth Regional Council • \$1 million Transport for NSW.
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QoN 52: SNOWY MOUNTAIN HIGHWAY OVERTAKING LANE

Transcript Page: 86

52	<p>The Hon. MICK VEITCH: Yes. I probably should have done this in a geographic process, so it is a big sweep, shouldn't I have? On the Snowy Mountains Highway west of Adelong there was an overtaking lane constructed and put in place. At that sort of hill through there between there and Mount Adrah, there are a couple of windy bends and it is a bit slow getting in and out of Adelong, particularly for the timber trucks. Are there proposals for further overtaking lanes along the Snowy Mountains Highway, particularly from its commencement at the Hume through to Tumut?</p> <p>Ms NELSON: I would have to double check.</p> <p>Mr REGAN: We will check and revert on that, if that is okay.</p> <p>The Hon. MICK VEITCH: Can you come back?</p> <p>Mr REGAN: Yes.</p> <p>The Hon. MICK VEITCH: If there is not, I think there should be some work done with the local member and communities around just what they require on that particular stretch of road.</p> <p>Mr REGAN: Yes, okay. That is good feedback. Thank you.</p>
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ANSWER

I am advised:

52	<p>Initial analysis for further overtaking lane opportunities on the Snowy Mountains Highway, between the Hume Highway and Tumut, has been completed for both the east and westbound directions. Further detailed analysis is required to determine the feasibility of any potential new overtaking lane sites.</p> <p>In 2020, Transport for NSW commenced preliminary investigations to identify potential future improvements for the Snowy Mountains Highway. These investigations will inform improvements to be undertaken on the highway.</p>
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QoN 53: Great Western Highway duplication

Transcript Page: 86-87

53	<p>The Hon. JOHN GRAHAM: Returning to that question about the Great Western Highway duplication—is there any update on that? We have obviously seen the public documents—but just any information?</p> <p>Mr REGAN: Sorry, specifically which area?</p> <p>The Hon. JOHN GRAHAM: Just progress and any change in the timing at the moment or any information you can provide at the moment.</p> <p>Mr REGAN: As discussed earlier and as you mentioned, there is a \$2.5 billion commitment to the Great Western Highway upgrade between Katoomba and Lithgow—presumably it is the one you are referring to. Again, what we are proceeding to do there is look at that in a series of segments while also continuing to look at the overall program and—</p> <p>The Hon. JOHN GRAHAM: Sorry to cut you off. I would be happy with something on notice—any additional information you can provide about progress, given we have seen the public information agencies communicating.</p> <p>Mr REGAN: Yes, we can do that certainly. It is progressing. We believe we are on target for commencing construction in the middle of our section, which is likely to be the first, but we are looking at that in segments. Obviously there is community consultation ongoing, particularly around the different options for what we refer to as the central section, which is sort of the Blackheath-Mount Victoria section. There are upgrades progressing, design work, environmental work is progressing across the corridor for the full Katoomba to Lithgow section, and we are making pretty good progress on that at the moment.</p>
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ANSWER

I am advised:

53	<p>The NSW Government is on track to commence construction on the Medlow Bath section of the Great Western Highway Upgrade from Katoomba to Lithgow in 2022.</p> <p>Environmental assessments, concept designs and community consultation are ongoing on the East and West sections, with contractors Aurecon and Jacobs Arcadis Joint Venture appointed for those respective sections.</p> <p>Community consultation on the Blackheath tunnel options was conducted in October/November 2020. The Community Consultation Summary Report is due for release shortly and this will be accompanied by a decision on portal locations for the preferred tunnel option to the south of Blackheath.</p> <p>Investigative work is also being carried out along the length of the corridor to ensure fully informed development of the environmental assessment and upgrade option selection for all sections including geotechnical, biodiversity and aboriginal heritage investigations.</p> <p>Further information on the Great Western Highway Upgrade Program is available on the Transport for NSW website.</p>
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QoN 54: Fine increase

Transcript Page: 88

54	<p>The Hon. JOHN GRAHAM: Right. Okay, I see. Mr Carlon, I do not know if you can answer this question that I asked Mr Regan. There was a bump in offences and a bump in fines, not when this program rolled out—that of course happened—but on 1 July. Was there any change to the policy or the practice that might explain why there were those increases across a range of offences on 1 July?</p> <p>Mr CARLON: I understand that was taken on notice at the last one. There is a response being developed.</p> <p>The Hon. JOHN GRAHAM: Yes, I am happy to have it on notice but do you have any view that you would like to contribute?</p> <p>Mr CARLON: Not at this stage. We are looking at it.</p> <p>The Hon. JOHN GRAHAM: No worries.</p>
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ANSWER

I am advised:

54	I refer you to the answer provided to Question on Notice 43 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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QoN 55: Congestion measure

Transcript Page: 88

55	<p>The Hon. MICK VEITCH: Country people drive to Sydney and they get a bit annoyed about having to slow down in close-proximity driving. But it does raise the issue: Is there a measure for congestion on our roads? Is there a metric that we use or is there a set of dashboard indicators the department looks at for each of the State's highways around congestion?</p> <p>Mr REGAN: I think the answer to that is, essentially, yes. We do look at reliability measures and congestion measures, and certainly they are something we track very closely in the more congested areas like the metropolitan areas. I am just looking to my left.</p> <p>Ms NELSON: One of the key measures we look at is average travel time. Obviously we have to look at that differently metropolitan versus regional and rural.</p> <p>The Hon. MICK VEITCH: Yes, that would make sense.</p> <p>Ms NELSON: But that is one of the key metrics that we use so that we are trying to focus in on people's experience using the network. How long is their average travel time and is that going up or down over time? I think there are other congestion measures that we use but that is one that I know we do look at pretty regularly.</p> <p>Mr REGAN: And it is actually a good question because there is that difference. In metropolitan areas, much of the focus is on the reliability or the stability of journey time. Obviously in regional areas, the distances are much further and people's door-to-door average journey time is very important in that context. It is affected in different ways, so we look at those metrics.</p> <p>The Hon. MICK VEITCH: Mr Regan, are they publicly available?</p> <p>Mr REGAN: Certainly, some of them are and we do publish sort of customer satisfaction-type measures as well around road corridors. I am happy to take that on notice and come back to you with what we collect and what we publish.</p> <p>The Hon. MICK VEITCH: Okay, because if there was some sort of dashboard you could look at that would just make it a bit easier.</p> <p>Mr REGAN: Let us see what we have got.</p> <p>[FURTHER on congestion p89]</p> <p>The Hon. MICK VEITCH: Just to clarify, the congestion information you took on notice, are you going to provide us with information around where we can find the list of metrics or the measures you would use to determine congestion?</p> <p>Mr REGAN: I just want to check what we have got but, yes, I understand the question. Presumably your question is a regional highways question.</p>
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	<p>The Hon. MICK VEITCH: It is. I am looking at the regional stuff. For instance, as you drive through Bathurst and you come to the set of traffic lights, do we measure how long people have to sit at the lights when the lights turn to green? Is that the type of thing—</p> <p>Mr REGAN: I am not sure it is that granular. I mean it can be but—</p> <p>Ms NELSON: At different times we will do different specific traffic studies to see what is happening. We usually do them in consultation with the local council, especially if they have identified some particular pinch points. I think the metrics we were talking about are more general—what is it looking like for the whole corridor or for a specific region? So they are a bit higher level. For that kind of specific location basis we will do traffic studies and they will usually be if we are planning an upgrade or if we have had community feedback on a particular issue or a council issue then we will do a specific traffic study and look at things like that.</p> <p>The Hon. MICK VEITCH: Okay. I would be happy to see what you have got and what you do.</p>
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ANSWER

I am advised:

55	<p>Transport for NSW produces Journey Time Reliability reports for outer metro areas to inform planning and operations in our customer facing divisions. The measures provide average travel times in corridors to better understand pinch points on our network and understand our customers' experience.</p> <p>Where specific corridors or roads have been identified by local stakeholders, such as Councils, or for specific Transport projects; our Advanced Analytics and Insights Team provide scenario modelling which recommends ways to optimise congestion at intersections in towns.</p> <p>Data points are collected across our entire road network for real time traffic monitoring and management via the TMC and for longer term planning and journey optimisation. Transport for NSW is continually exploring opportunities to expand our network monitoring in both regional and metropolitan areas to better track and measure journey time reliability.</p> <p>The Customer Satisfaction Index as well as freight journey time reliability is publicly available on the Transport for NSW website.</p>
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QoN 56: Mobile phone detection cameras

Transcript Page: 88-89

56	<p>The Hon. JOHN GRAHAM: Mr Carlon, this might be heading towards your direction. On the question I was asking the Minister about the mobile phone detection cameras, I do have a continuing concern about the corporate loophole. There have been multiple changes to the law at once. I will certainly make my own inquiries as to what that has done to the rates but I am interested if there is an agency view about what that has done to the level of the use of this or any anecdotal or quantitative feedback about how those changes are rolled out.</p> <p>Mr CARLON: Those changes are ready to commence and the system changes, following the legislative reforms that took place, have been worked through. There are significant changes for police in the system changes that are being worked through at the moment. My understanding is that it is just about ready to go and that it should see a significant reduction in the problem that was identified around corporate paying of fines and potentially avoiding demerit points. That will lead to those reforms, but it will also actually lead to the ability for Transport for NSW to issue court attendance notices regardless of whether people pay the fine or not.</p> <p>The Hon. JOHN GRAHAM: There were a set of changes yet to commence. When will they commence?</p> <p>Mr CARLON: I think we can give you a time on notice.</p> <p>The Hon. JOHN GRAHAM: On notice, a time for that.</p> <p>Mr CARLON: The system changes were quite significant, and in particular for the police.</p>
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ANSWER

56	<p>In October 2020, legislation was passed by the Parliament to introduce a suite of measures aimed at further deterring corporations from failing to nominate the driver responsible for a camera detected offence. These changes included:</p> <ul style="list-style-type: none">• increasing the maximum court penalty for a company that fails to nominate the driver for a camera detected offence from \$11,000 to \$22,000• the mandatory supply of driver's licence details and date of birth at time of nomination• authorising Transport for NSW to suspend the registration of a registrable vehicle where the company commits a first time offence of failing to nominate the driver responsible for a camera detected offence. This changes the previous provisions which only enabled Transport for NSW to take action on second or subsequent offences.
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	A number of significant system infrastructure changes are required between Transport for NSW, Police and Revenue NSW to give effect to the new laws.. As a result, it is anticipated that the legislation to increase the maximum court fine and introduce the mandatory supply of driver licence and date of birth details will take effect in mid-2021.
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QoN 57: Length of Highways

Transcript Page: 89

57	The Hon. JOHN GRAHAM: And how many highways do we have? Mr REGAN: I have not got it, I am sorry. I will take that formally on notice.
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ANSWER

I am advised:

57	There are 32 highways and two freeways in the Regional and Outer Metropolitan area of Transport for NSW.
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