

SQ 1: Bridle Track

1	As the former Mayor of Bathurst you would be aware that the Wicketts Creek crossing has washed out three times because the engineering design of this crossing is flawed, and has since been repaired with funds given by your government to the same flawed standard. Given your direct knowledge of the problem with this creek crossing, why did you authorise the expenditure of taxpayer money to rebuild this creek crossing with no engineering upgrade to ensure it will withstand further flood events?
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ANSWER

I am advised:

1	The Bridle Track is a local road under the care and control of Bathurst Regional Council. In 2018, the NSW Government provided \$2 million to Bathurst Regional Council towards construction work to re-open the Bridle Track. Specific questions around the construction work are a matter for Council.
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SQ 2: Bridle Track

2	When providing tax payer funds to this project, did you or your departments consider that the access to the proposed Native Dog bypass loop requires all the plant, personel and equipment to drive over the Wicketts Creek crossing which has flawed engineering?
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ANSWER

I am advised:

2	I refer you to the answer to Supplementary Question 1.
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SQ 3: Bridle Track

3	When providing tax payer funds to this project, did you or your department consider what will happen to this completion of this work when the Wicketts Creek crossing washes away during the next flood event?
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ANSWER

I am advised:

3	I refer you to the answer to Supplementary Question 1.
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SQ 4: Bridle Track

4	Given your statements in the hearing that it is a local council road and therefore council responsibility, what guarantee can you make that the tax payers money provided by your government will be appropriately managed and spent to deliver a road that is of superior quality than original road?
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ANSWER

I am advised:

4	I refer you to the answer to Supplementary Question 1.
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SQ 5: Bridle Track

5	What level of oversight or quality control will your department have over the administration of these funds and delivery of intended project?
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ANSWER

I am advised:

5	I refer you to the answer to Supplementary Question 1.
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SQ 6: Dubbo Bridge

6	Mr Paul Toole MP told the Budget Estimates hearing on 10 March 2021 that nothing would ever be built in rural areas if projects only took account of benefit cost ratios (BCR). That for projects to be considered they need a BCR of one. Suzie Harwood, Executive Director of Freight with Transport for NSW told the Livestock and Bulk Rural Carriers AGM on Saturday 6th of March in Dubbo, that it was uncommon for projects in rural areas to obtain a BCR of greater than 5. There is a big difference between the BCR given to River Street of 0.3 and 5. Dubbo residents and the transport industry want Troy Bridge to be studied. As none of the very few bridge locations studied achieved a BCR greater than one. So, why did the Government stop looking for a more suitable bridge location?
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ANSWER

I am advised:

6	<p>The primary objective of the New Dubbo Bridge project is to deliver a second high-level crossing of the Macquarie River in Dubbo.</p> <p>All six crossing locations shortlisted in consultation with Dubbo Regional Council were assessed against the project objectives and a number of other factors including environmental, property and heritage impact, constructability, hydrology and BCR.</p>
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	The River Street option was identified as the best option to meet the primary objective of providing a second high-level crossing of the Macquarie River, while providing congestion relief and improved access with the least impact to property, heritage and the environment.
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SQ 7: Dubbo Bridge

7	Mr Toole claimed that River Street was the best option in case of flooding, despite it being between two patches of the Newell Highway, that require flood detours on both sides. The 'flood detour' on the east bank of the river has a flooded creek on Yarrandale Road. The 'flood detour' on the west bank has flooding on Thompson St. It also interferes with access to the LH Ford Bridge, during a flood, by routing Newell Highway traffic into the intersection serving it. Troy Bridge Road is the narrowest part of the river with the steepest banks and a high-level bridge there would require no flood detours, why was Troy not examined for the new Dubbo bridge?
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ANSWER

I am advised:

7	<p>The River Street option for the provision of a high level crossing of the Macquarie River and a ring road/bypass are two separate projects with separate objectives.</p> <p>The ring road/bypass option should not be considered as an alternative for the River Street bridge option. The River Street bridge option will relieve local congestion when needed most, during a flood.</p> <p>Traffic modelling shows that up to 90 per cent of vehicles (and 77 per cent of heavy vehicles) are travelling to Dubbo for work, shopping or recreation purposes.</p> <p>An outer bypass option in a location such as at Troy Bridge would only cater for 10 per cent of vehicles while local flooding and east-west congestion would remain an issue. A Troy bridge option would also see significantly greater impacts to property in a busier part of Dubbo. It would not improve local flooding and east-west congestion would remain an issue.</p>
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SQ 8: Dubbo Bridge

8	When the location for a new Dubbo bridge was announced, it was promoted as a one in 20-year flood bridge. Without any change in height, location or route, it is now being promoted as a one in 100-year flood event bridge, with approach roads that can cope with a 1 in 50-year flood event, which statement is correct?
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ANSWER

I am advised:

8	Dubbo is on a flood plain. The new high level bridge will provide one-in-100-year flood immunity, while the upgraded roads on either side of the bridge will provide flood immunity up to one-in-50-year for a Macquarie River flood. This second high-level crossing of the Macquarie River, which will connect to River Street, will provide an essential east-west connector for Dubbo to ensure access during floods for emergency services, local schools, hospital and the airport.
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SQ 9: Dubbo Bridge

9	The approach roads for the River St Bridge, Dubbo, were quoted in the Review of Environmental Factors as coping with a one in 50-year flood event, as measured at its Eastern abutment. Providing documentary evidence in the form of hydrology reports to back up your responses, what level of flood protection will the approach roads offer at:
(a)	the western abutment
(b)	the intersection of Thompson Street & Whylandra Street.
(c)	the intersection of Thompson Street and the 'flood detour' slip lane that joins the link road to the River Street bridge.
(d)	the creek on Yarrandale Road.
(e)	the intersection of Bourke Street & Brisbane Street, Dubbo?

ANSWER

I am advised:

9	As the detailed design is ongoing, the hydrology and hydraulics reports are still being developed. While the flood immunity of the Thompson and Whylandra intersection will remain largely unchanged, the bridge deck will be built above the one-in-100-year flood event level, with the approaches and flood detour designed at a one-in-50-year flood event level.
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SQ 10: Dubbo Bridge

10	If the River Street Bridge is built, two more lanes of traffic will be added to the intersection opposite Whylandra Street, as well as two further lanes of traffic in the form of a two-way slip lane less than 50metres up from the intersection. A study from 3 December 2015, by GTA Consultants showed that the intersection of Thompson Street & Whylandra Street would become far more congested if the River Street Bridge was built. However, the levels of congestion that it predicted at this intersection have already been realised in 2021 without a bridge
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	having yet been built. Has there been any accurate traffic modelling carried out by Transport for NSW in the last 12 months to indicate:
(a)	the effect on road safety from creating such a bottleneck over the next 20 years.
(b)	the effect on length of queues on Thompson Street and the queues on Mitchell Highway from vehicles attempting to enter/leave Thompson Street?
(c)	the effect on lengths of queues that introduced on Whylandra Street, the link road to the proposed River Street Bridge, across the Serisier Bridge and on Erskine Street by adding lanes and traffic lights to the intersection of Thompson and Whylandra Street?
(d)	If not, why not?

ANSWER

I am advised:

10	No additional traffic modelling has been conducted in the past 12 months. The publicly available Review of Environmental Factors includes the projected intersection performance based on the 2015 traffic counts and subsequent traffic modelling. Both the existing conditions and a 'do minimum' scenario see the intersection Level of Service at D & F, meaning excessive delays at the intersection. Inclusion of an upgraded, signalised intersection as part of the New Dubbo Bridge project sees the Level of Service improve to a level B & C, indicating acceptable delays and spare capacity at the upgraded intersection.
(a)	No, as no additional report required.
(b)	No, as no additional report required.
(c)	No, as no additional report required.
(d)	Based on the traffic counts carried out in 2015 and traffic modelling carried out subsequently as included in the Traffic and Transport report dated February 2019, there has been no need to conduct further traffic assessments to date.

SQ 11: Dubbo Bridge

11	Mr Toole told Budget Estimates that the Dubbo bypass would be used by 10per cent of traffic. This statistic was derived from an origin-destination traffic survey carried by GTA consultants on 3 December 2015. This statistic was for cars and a statistic of 23per cent was calculated for heavy vehicles. Did the Minister deliberately mislead the estimates committee?
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ANSWER

I am advised:

11	No. Traffic modelling shows that up to 90 per cent of all vehicles (and 77 per cent of heavy vehicles) are traveling to Dubbo for work, shopping or recreation purposes.
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SQ 12: Dubbo Bridge

12	Is it correct that information from Transport NSW indicated that the objective of the traffic survey did not include examining the viability of a bridge at Troy or a bypass and several major heavy routes in Dubbo were excluded in the design of the survey?
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ANSWER

I am advised:

12	<p>No. The objective of the traffic survey was to identify the number of vehicles that do not stop in Dubbo, by conducting an origin/destination survey of all traffic using the Newell, Golden and Mitchell highways.</p> <p>This indicated that 90 per cent of all traffic (and 77 per cent of heavy vehicles) is travelling to Dubbo for work, shopping or recreation. As such, it was identified that a second, high-level crossing of the Macquarie River would need to be located within or near the Dubbo CBD in order to service the majority of traffic.</p> <p>Initially, all possible crossing locations were considered. However, in consultation with Dubbo Regional Council and to align with Council's 'Road Transportation Strategy to 2045' six strategic options progressed to the options assessment phase.</p> <p>Further details of this initial selection process and the reason for options being eliminated, including the Troy Bridge option, are available on the project website in the New Dubbo Bridge Options Report (May 2016) and the New Dubbo Bridge Submissions report (December 2019).</p>
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SQ 13: Dubbo Bridge

13	Why is the NSW Government using the survey released by Transport NSW to argue against Troy Bridge and a bypass when it excluded the bypass from study?
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ANSWER

I am advised:

13	Results from the Origin and Destination Study indicated that Dubbo was a destination point for a high volume of traffic. The options analysis carried out as part of the development of the project supported an
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	option that provided local traffic solutions as well as one that supported Newell Highway traffic.
	This information is publicly available on the Transport for NSW website.

SQ 14: Dubbo Bridge

14	Local Dubbo residents and local trucking and courier companies have indicated that they want a bypass and would use it. Doesn't the false assumption that only through traffic would use the bypass invalidate its conclusions?
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ANSWER

I am advised:

14	<p>The River Street option for the provision of a high-level crossing of the Macquarie River and a ring road/bypass are two separate projects with separate objectives. The ring road/bypass option should not be considered as an alternative for the River Street bridge option.</p> <p>The River Street bridge option will relieve local congestion when needed most, during a flood. Traffic modelling shows that up to 90 per cent of vehicles (and 77 per cent of heavy vehicles) are travelling to Dubbo for work, shopping or recreation purposes. An outer bypass option in a location such as at Troy Bridge would only cater for 10 per cent of vehicles while local flooding and east-west congestion would remain an issue.</p> <p>A Troy Bridge option would also see significantly greater impacts to property in a busier part of Dubbo. It would not improve local flooding and east-west congestion would remain an issue.</p>
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SQ 15: Dubbo Bridge

15	Only one statistic was derived for all non-stopping traffic in this survey. As Dubbo is on the crossroads of three highways, wouldn't a properly designed traffic survey calculate a statistic for each highway (and other heavy vehicle route) separately?
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ANSWER

I am advised:

15	<p>A key factor in development of the New Dubbo Bridge was to identify traffic volumes travelling to and through Dubbo, specifically on the Newell Highway.</p> <p>Transport for NSW acknowledges the importance of understanding all traffic movements on the three highways that cross Dubbo to inform projects on those highways, particularly where they intersect, and included data from sections of the three highways in the study area.</p>
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SQ 16: Dubbo Bridge

16	Why haven't you released the business case for the River Street Bridge. You mention that other data was used besides the BCR. If this included data such as the GTA Traffic survey, the public and other decision makers have a right to examine it.
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ANSWER

I am advised:

16	It is not standard practice to publicly release business cases as they may contain sensitive or commercial-in-confidence information.
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SQ 17: Dubbo Bridge

17	Has the NSW Government and/or the independent panel done a feasibility study and full costing to upgrade the Eumungerie-Tomingley Roads including:
(a)	Replacing the road pavement, adding road base, widening the lanes and adding shoulders, overtaking lanes etc. for its 90km length?
(b)	The cost of replacing the current bridges and adding more bridges and/or other measures to flood proof the route?
(c)	The cost to build another bypass around Narromine that doesn't use residential streets and pass four schools?
(d)	The cost to the federal government of two rail overpasses that will replace the currently planned level crossings for Inland Rail.
(e)	The cost of adding speed cameras and heavy vehicle weigh stations to the route, as are required on all highways?
(f)	Finally, what is the combined cost of the Narromine 'bypass' (upgraded Eumungerie-Tomingley Roads) and the proposed River Street Bridge, Dubbo?
(g)	Has the NSW Government done a feasibility study to determine the cost of an approx. 10km Newell Highway bypass via Dubbo with a raised Troy Bridge?
(h)	If so, how do the costings compare? Would a Newell Highway bypass be cheaper than the River Street Bridge and the use of the Eumungerie-Tomingley Roads as Dubbo's bypass?

ANSWER

I am advised:

17	No.
(a)-(f)	No investigation conducted.
(g)	No detailed cost estimate has been prepared for the 90 kilometre Eumungerie Road / Tomingley Road route via Narromine.
(h)	It is anticipated that an approximate 10 kilometre bypass (including multiple bridges) would be several times the estimated cost of the

	2.9 kilometre New Dubbo (River Street) Bridge, while the issues of flooding and congestion in Dubbo would remain.
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SQ 18: Active Transport

18	What is the total amount of funding that appears in the 2020-2021 State Budget for new infrastructure for people who ride or walk in regional NSW?
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ANSWER

I am advised:

18	I refer you to the answer provided to Supplementary Question 23 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 19: Active Transport

19	What are the individual projects for new infrastructure for people who ride or walk in regional NSW and what is the total amount allocated to each project in the 2020-2021 State Budget?
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ANSWER

I am advised:

19	I refer you to the answer provided to Supplementary Question 24 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 20: Active Transport

20	What projects in regional NSW are funded under the \$4.6 million allocated to the NSW Cycling Infrastructure Fund?
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ANSWER

I am advised:

20	I refer you to the answer provided to Supplementary Question 26 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 21: Active Transport

21	Of the total amount of funding allocated to new infrastructure for people who ride or walk in the 2020-2021 State Budget, what proportion is for projects in:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?

(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	The Blue Mountains?
(j)	The Central Coast?

ANSWER

I am advised:

21	I refer you to the answer provided to Supplementary Question 27 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 22: Active Transport

22	What provisions are being made to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

22	I refer you to the answer provided to Supplementary Question 34 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 23: Active Transport

23	What is the total budget for initiatives or infrastructure to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

23	I refer you to the answer provided to Supplementary Question 35 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 24: ACTIVE TRANSPORT

24	What is the total budget for initiatives or infrastructure in 2020-2021 to increase mode share between rail and active transport as part of the New Intercity Fleet?
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ANSWER

I am advised:

24	I refer you to the answer provided to Supplementary Question 36 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 25: Active Transport

25	What provisions are being made to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

25	<p>The NSW Government is replacing the ageing NSW regional rail fleet of XPT, XPLOER and Endeavour trains.</p> <p>The new Regional Rail trains will improve safety, accessibility, amenities and reliability for customers who travel from Sydney to many regional centres in NSW, as well as Canberra, Melbourne and Brisbane.</p> <p>As part of the Regional Rail Project, the new regional intercity trains will have dedicated bike spaces available and improved accessibility. This design feature will provide customers with improved mode share between cycling and rail transport on the regional network.</p>
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SQ 26: Active Transport

26	What is the total budget for initiatives or infrastructure to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

26	<p>A specific budget figure for initiatives or infrastructure to increase mode share between rail and active transport as part of the Regional Rail replacement project cannot be provided.</p> <p>The total budget for the project is \$2.8 billion which includes a capital cost of \$1.26 billion for the new fleet, the new maintenance facility in Dubbo, some minor enabling work and project costs, as well as recurrent costs associated with maintenance services for the first 15 years.</p>
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	Further information on Transport's policy on providing for walking and cycling in transport projects can be found on the Transport for NSW website.
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SQ 27: Active Transport

27	What is the total budget for initiatives or infrastructure in 2020-2021 to increase mode share between rail and active transport as part of the Regional Rail replacement project?
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ANSWER

I am advised:

27	<p>The NSW Government is replacing the ageing NSW regional rail fleet of XPT, XPLOER and Endeavour trains.</p> <p>The new Regional Rail trains will improve safety, accessibility, amenities and reliability for customers who travel from Sydney to many regional centres in NSW, as well as Canberra, Melbourne and Brisbane.</p> <p>As part of the Regional Rail Project, the new regional intercity trains will have dedicated bike spaces available and improved accessibility. This design feature will provide customers with improved mode share between cycling and rail transport on the regional network.</p> <p>\$43.3 million is to be invested in the NSW Budget 2020-21 for the Regional Rail Project to replace the ageing fleet and provide a new maintenance facility in Dubbo.</p>
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SQ 28: Albury City Bicycle Plan

28	What has been the total amount spent by the NSW Government funding projects forming part of the Albury City Bicycle Plan in 2019-2020?
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ANSWER

I am advised:

28	I refer you to the answer provided to Supplementary Question 43 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 29: Albury City Bicycle Plan

29	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Albury City Bicycle Plan?
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ANSWER

I am advised:

29	I refer you to the answer provided to Supplementary Question 44 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 30: Armidale Bicycle Strategy and Action Plan

30	What has been the total amount spent by the NSW Government funding projects forming part of the Armidale Bicycle Strategy and Action Plan in 2019-2020?
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ANSWER

I am advised:

30	I refer you to the answer provided to Supplementary Question 45 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 31: Armidale Bicycle Strategy and Action Plan

31	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Armidale Bicycle Strategy and Action Plan?
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ANSWER

I am advised:

31	I refer you to the answer provided to Supplementary Question 46 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 32: Broken Hill Active Transport Plan

32	What has been the total amount spent by the NSW Government funding projects forming part of the Broken Hill Active Transport Plan in 2019-2020?
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ANSWER

I am advised:

32	I refer you to the answer provided to Supplementary Question 56 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 33: Broken Hill Active Transport Plan

33	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Broken Hill Active Transport Plan?
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ANSWER

I am advised:

33	I refer you to the answer provided to Supplementary Question 57 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 34: Cycleway Design Toolbox

34	What initiatives have Transport for NSW introduced in 2020-2021 to increase the awareness and utilisation of the Cycleway Design Toolbox in regional NSW?
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ANSWER

I am advised:

34	<p>The following initiatives have been introduced or are ongoing:</p> <ul style="list-style-type: none">• the Cycleway Design Toolbox was published on the Transport for NSW website in January 2021, as part of the Movement and Place Framework (Tools and Advisory Notes)• State and local government stakeholders that participated in the development and review of the Cycleway Design Toolbox were informed of its release• Transport for NSW staff engage with key stakeholders across NSW Government, councils, community groups and industry, including through Movement and Place, Communities of Practice and other relevant forums.
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SQ 35: Cycleway Design Toolbox

35	How is Transport for NSW measuring the uptake of the Cycleway Design Toolbox in regional NSW?
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ANSWER

I am advised:

35	<p>The Cycleway Design Toolbox was published on the Transport for NSW website in January 2021, as part of the Movement and Place Framework (Tools and Advisory Notes).</p> <p>At this early stage, Transport for NSW is working with key stakeholders, including NSW Government agencies, local councils and industry, to help build awareness of the document and support its use on relevant projects.</p>
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SQ 36: Electric Scooter and Personal Mobility Devices

36	Has the Minister considered trialling electric scooters and personal mobility devices in regional NSW?
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ANSWER

I am advised:

36	Formal consideration of any future electric scooter trial would require identification of a suitable trial location where all recommendations of the Electric Scooter Trial Recommendations Report are met, as well as support from the relevant local council area.
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SQ 37: Electric Scooter and Personal Mobility Devices

37	Have any regional councils approached Transport for NSW to conduct a trial of electric scooters since the Electric Scooter Advisory Working Group issued its <i>Electric Scooter Trial Recommendations Report</i> ?
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ANSWER

I am advised:

37	No regional councils have approached Transport for NSW with a proposal for a trial that would meet the conditions in the recommendations report.
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SQ 38: Electric Scooter and Personal Mobility Devices

38	If so, which councils?
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ANSWER

I am advised:

38	Nil.
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SQ 39: Electric Scooter and Personal Mobility Devices

39	Is the Minister for Regional Transport and Roads supportive of conducting a trial of electric scooters and personal mobility devices in regional NSW?
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ANSWER

I am advised:

39	<p>The safety of customers is our number one priority.</p> <p>Considering the recommendations from the Electric Scooter Advisory working group, Transport for NSW does not support a trial at this stage.</p> <p>Formal consideration of any future trial would require:</p>
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	<ul style="list-style-type: none"> • identification of a suitable trial location where all the recommendations of the report are met • support from the relevant local council area.
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SQ 40: Goulburn Mulwaree Bicycle Strategy

40	What has been the total amount spent by the NSW Government funding projects forming part of the Goulburn Mulwaree Bicycle Strategy in 2019-2020?
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ANSWER

I am advised:

40	I refer you to the answer provided to Supplementary Question 104 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 41: Goulburn Mulwaree Bicycle Strategy

41	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Goulburn Mulwaree Bicycle Strategy Plan?
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ANSWER

I am advised:

41	I refer you to the answer provided to Supplementary Question 105 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 42: Lake Macquarie Cycling Strategy

42	What has been the total amount spent by the NSW Government funding projects forming part of the Lake Macquarie Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

42	I refer you to the answer provided to Supplementary Question 109 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 43: Lake Macquarie Cycling Strategy

43	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Lake Macquarie Cycling Strategy?
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ANSWER

I am advised:

43	I refer you to the answer provided to Supplementary Question 110 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 44: Lismore City Walking and Cycling Strategy

44	What has been the total amount spent by the NSW Government funding projects forming part of the Lismore City Walking and Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

44	I refer you to the answer provided to Supplementary Question 119 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 45: Lismore City Walking and Cycling Strategy

45	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Lismore City Walking and Cycling Strategy?
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ANSWER

I am advised:

45	I refer you to the answer provided to Supplementary Question 120 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 46: On Demand Transit Services

46	For each of the trials of on-demand bus services in NSW, how many passengers contributed to an evaluation process to assess the trial's success?
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ANSWER

I am advised:

46	I refer you to the answer provided to Supplementary Question 125 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 47: On Demand Transit Services

47	For each of these trials, how many passengers that contributed to evaluations were over the age of 55?
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ANSWER

I am advised:

47	I refer you to the answer provided to Supplementary Question 126 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 48: On Demand Transit Services

48	Has the Government consulted with seniors groups and organisations as part of the evaluation of on demand transit services?
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ANSWER

I am advised:

48	I refer you to the answer provided to Supplementary Question 127 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 49: On Demand Transit Services

49	How did this consultation occur and which groups participated?
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ANSWER

I am advised:

49	I refer you to the answer provided to Supplementary Question 128 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 50: Port Stephens Cycling Strategy

50	What has been the total amount spent by the NSW Government funding projects forming part of the Port Stephens Cycling Strategy in 2019-2020?
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ANSWER

I am advised:

50	I refer you to the answer provided to Supplementary Question 139 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 51: Port Stephens Cycling Strategy

51	What is the total amount allocated in the 2020-2021 State Budget for projects forming part of the Port Stephens Cycling Strategy?
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ANSWER

I am advised:

51	I refer you to the answer provided to Supplementary Question 140 from the Transport and Roads Budget Estimates hearing held 25 February 2021.
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SQ 52: Rail Trails

52	What is the total number of visitors recorded at the Tumbarumba to Rosewood Rail Trail as of 10 March 2021 since the trail opened?
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ANSWER

I am advised:

52	This is a matter for Snowy Valleys Council.
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SQ 53: Rail Trails

53	What is the total amount of revenue to the local community estimated to have been raised by the Tumbarumba to Rosewood Rail Trail since it opened?
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ANSWER

I am advised:

53	This is a matter for Snowy Valleys Council.
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SQ 54: Rail Trails

54	What is the total amount of funding expended in the year since the trail opened on trail maintenance?
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ANSWER

I am advised:

54	This is a matter for Snowy Valleys Council.
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SQ 55: Rail Trails

55	What has been the total amount of funding expended on the initial stages of the Northern Rivers Rail Trail since legislation was passed to
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	convert the disused Casino to Murwillumbah branch line into a rail trail comprising a 24-kilometre stretch between Crabbes Creek and Condong, and a second 13-kilometre segment between Casino and Bentley?
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ANSWER

I am advised:

55	Work on the Northern Rivers Rail Trail is being undertaken by local councils. Total expenditure for the Northern Rivers Rail Trail is a matter for local councils.
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SQ 56: Rail Trails

56	What is the total amount of funding allocated in the 2020-2021 State Budget for the delivery of the Northern Rivers Rail Trail?
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ANSWER

I am advised:

56	This is a matter for the Deputy Premier.
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SQ 57: Rail Trails

57	Since September 2020, what discussions has the Minister and Transport for NSW had in relation to converting the remainder of the line for the Northern Rivers Rail Trail?
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ANSWER

I am advised:

57	<p>Lismore City Council has nominated the section between Bentley and Lismore as a priority project. Meetings have been held with Lismore City Council setting out the general process for rail trail and grant funding applications. Transport for NSW has provided landowners consent to allow Lismore City Council to submit a funding application to the Building Better Regions funding program.</p> <p>Government agencies have had workshops with Byron Shire Council looking at movement and place strategy for the Byron Local Government Area. Part of this strategy looks at various uses for the no-operation rail corridor.</p> <p>There is no current proposal to introduce legislation to close the other sections of the line until those councils have a business case and funding.</p>
----	--

SQ 58: Rail Trails

58	What is required for the NSW Government to convert the remainder of the line for the Northern Rivers Rail Trail?
----	--

ANSWER

I am advised:

58	I refer you to the answer to Supplementary Question 58.
----	---

SQ 59: Rail Trails

59	What are the criteria by which the Tumbarumba to Rosewood and Northern Rivers rail trail pilots will be deemed to have succeeded or failed?
----	---

ANSWER

I am advised:

59	This is a matter for the Deputy Premier.
----	--

SQ 60: Rail Trails

60	What is the status of the third project identified by the Nationals as a pilot rail trail, the Armidale to Glenn Innes section of the New England Rail Trail?
----	---

ANSWER

I am advised:

60	This is a matter for the Deputy Premier.
----	--

SQ 61: Regional Seniors Travel Card

61	What was the total number of people who applied for and received a Regional Seniors Travel Card in the first year of the trial?
----	---

ANSWER

I am advised:

61	In the first year of the trial, 337,213 people applied for and received a Regional Seniors Travel Card.
----	---

SQ 62: Regional Seniors Travel Card

62	How many Regional Seniors Travel Cards were redeemed to the full value of \$250 in the first year of the trial?
----	---

ANSWER

I am advised:

62	In the first year of the trial, 174,092 Regional Seniors Travel Cards were redeemed to the full value of \$250. A number of customers received their cards throughout year one and still have available funds to spend during 2021.
----	---

SQ 63: Regional Seniors Travel Card

63	In the first year of the trial, how many Regional Seniors Travel Cards were redeemed to value of:
(a)	\$0
(b)	Between \$1-\$50?
(c)	Between \$51-\$100?
(d)	Between \$101-\$150?
(e)	Between \$151-200?
(f)	Between \$201-\$250?

ANSWER

I am advised:

63	In the first year of the trial, the following number of Regional Seniors Travel Cards were redeemed to the value of:
(a)	\$0: 3,184
(b)	Between \$1-50: 27,438
(c)	Between \$51-100: 7,356
(d)	Between \$101-150: 11,445
(e)	Between \$151-200: 24,876
(f)	Between \$201 -250: 262,915

SQ 64: Regional Seniors Travel Card

64	What was the total amount of money redeemed in the first year of the trial?
----	---

ANSWER

I am advised:

64	The total amount of money redeemed in the first year of the trial was \$73.327 million.
----	---

SQ 65: Regional Seniors Travel Card

65	As of 10 March 2021, what is the total amount of money redeemed in the second year of the trial?
----	--

ANSWER

I am advised:

65	As of 10 March 2021, the total amount of money redeemed in the second year of the trial is \$10.17 million.
----	---

SQ 66: Regional Seniors Travel Card

66	What was the total amount of money redeemed in the first year of the trial using the following merchant category codes:
(a)	4111 – Local/suburban commuter passenger transportation – railroads, ferries, local water transportation?
(b)	4112 – Passenger railways?
(c)	4121 – Taxis?
(d)	5541 – Service stations (with or without ancillary services)?
(e)	4131 – Bus lines?
(f)	5983 – Fuel?
(g)	4789 – Transportation services (not elsewhere classified)?
(h)	5542 – Automated fuel dispensers?
(i)	9399 – Government services (not elsewhere classified)?
(j)	4011 – Railroads – Freight?
(k)	763 – Agricultural co-operatives?
(l)	5172 – Petroleum and petroleum products?

ANSWER

I am advised:

66	The following total amounts were redeemed in the first year of the trial using the merchant category codes:
(a)	4111 – \$165,636.89
(b)	4112 – \$143,912.25
(c)	4121 – \$2,487,187.23
(d)	5541 – \$70,700,226.90
(e)	4131 – \$45,571.33
(f)	5983 – \$1,034,952.03
(g)	4789 – \$64,063.97
(h)	5542 – \$161,339.99
(i)	9399 – \$95,788.47
(j)	4011 – \$4,050.20
(k)	763 – \$32,497.29
(l)	5172 – \$820,988.54

SQ 67: Regional Seniors Travel Card

67	In the first year of the trial, how many claims of misuse of the card were reported?
----	--

I am advised:

67	Transport for NSW has not received any claims of misuse. However, the customer service team monitors transactions.
----	--

SQ 68: Regional Seniors Travel Card

68	How many of these reports were investigated?
----	--

ANSWER

I am advised:

68	I refer you to the answer to Supplementary Question 67.
----	---

SQ 69: Regional Seniors Travel Card

69	How many of these investigations resulted in further action including the suspension of cards or criminal proceedings?
----	--

ANSWER

I am advised:

69	As Transport for NSW has had no claims of misuse, there has been no need for investigation or further action.
----	---

SQ 70: Regional Seniors Travel Card

70	What was the total cost of the Regional Seniors Travel Card Scheme in the first year of the trial, including the administration costs for the program?
----	--

ANSWER

I am advised:

70	The total cost of the program in the first year, including the cards, development and implementation for the NSW Government and their service providers and administration, was \$84 million.
----	---

SQ 71: Regional Seniors Travel Card

71	How many people applied for and received a Regional Seniors Travel Card in the first year of the trial in the following local government areas?
(a)	Albury City Council?
(b)	Armidale Regional Council?
(c)	Ballina Shire Council?
(d)	Balranald Shire Council?
(e)	Bathurst Regional Council

(f)	Bega Valley Shire Council?
(g)	Bellingen Shire Council?
(h)	Berrigan Shire Council?
(i)	Bland Shire Council?
(j)	Blayney Shire Council?
(k)	Bogan Shire Council?
(l)	Bourke Shire Council?
(m)	Brewarrina Shire Council?
(n)	Broken Hill City Council?
(o)	Byron Shire Council?
(p)	Cabonne Council?
(q)	Carrathool Shire Council?
(r)	Central Coast Council?
(s)	Central Darling Shire Council?
(t)	Cessnock City Council?
(u)	Clarence Valley Council?
(v)	Cobar Shire Council?
(w)	Coffs Harbour City Council?
(x)	Coolamon Shire Council?
(y)	Coonamble Shire Council?
(z)	Cootamundra-Gundagai Regional Council?
(aa)	Cowra Shire Council?
(bb)	Dubbo Regional Council?
(cc)	Dungog Shire Council?
(dd)	Edward River Council?
(ee)	Eurobodalla Shire Council?
(ff)	Federation Council?
(gg)	Forbes Shire Council?
(hh)	Gilgandra Shire Council?
(ii)	Glen Innes Severn Council?
(jj)	Goulburn Mulwaree Council?
(kk)	Greater Hume Shire Council?
(ll)	Griffith City Council?
(mm)	Gunnedah Shire Council?
(nn)	Gwydir Shire Council?
(oo)	Hay Shire Council?
(pp)	Hilltops Council?
(qq)	Inverell Shire Council?
(rr)	Junee Shire Council?
(ss)	Kempsey Shire Council?
(tt)	Kiama Municipal Council?
(uu)	Kyogle Council?
(vv)	Lachlan Shire Council?
(ww)	Lake Macquarie City Council?
(xx)	Leeton Shire Council?
(yy)	Lismore City Council?
(zz)	Lithgow City Council?
(aaa)	Liverpool Plains Shire Council?

(bbb)	Lockhart Shire Council?
(ccc)	Lord Howe?
(ddd)	Maitland City Council?
(eee)	Mid-Coast Council?
(fff)	Mid-Western Regional Council?
(ggg)	Moree Plains Shire Council?
(hhh)	Murray River Council?
(iii)	Murrumbidgee Council?
(jjj)	Muswellbrook Shire Council?
(kkk)	Nambucca Shire Council?
(lll)	Narrabri Shire Council?
(mmm)	Narrandera Shire Council?
(nnn)	Narromine Shire Council?
(ooo)	Oberon Council?
(ppp)	Orange City Council?
(qqq)	Parkes Shire Council?
(rrr)	Port Macquarie-Hastings Council?
(sss)	Port Stephens Council?
(ttt)	Queanbeyan-Palerang Regional Council?
(uuu)	Richmond Valley Council?
(vvv)	Shellharbour City Council?
(www)	Shoalhaven City Council?
(xxx)	Singleton Council?
(yyy)	Snowy Monaro Regional Council?
(zzz)	Snowy Valleys Council?
(aaaa)	Tamworth Regional Council?
(bbbb)	Temora Shire Council?
(cccc)	Tenterfield Shire Council?
(dddd)	Tweed Shire Council?
(eeee)	Unincorporated Far West?
(fff)	Upper Hunter Shire Council?
(gggg)	Upper Lachlan Shire Council?
(hhhh)	Uralla Shire Council?
(iiii)	Wagga Wagga City Council?
(jjjj)	Walcha Council?
(kkkk)	Walgett Shire Council?
(llll)	Warren Shire Council?
(mmmm)	Warrumbungle Shire Council?
(nnnn)	Weddin Shire Council?
(oooo)	Wentworth Shire Council?
(pppp)	Wingecarribee Shire Council?
(qqqq)	Yass Valley Council?

ANSWER

I am advised:

71	See table below:
----	------------------

LGA	Grand total
Albury	5,568
Armidale Regional	2,365
Ballina	6,702
Balranald	130
Bathurst Regional	3,905
Bega Valley	5,171
Bellingen	1,684
Berrigan	1,373
Bland	681
Blayney	716
Bogan	306
Bourke	1,23
Brewarrina	42
Broken Hill	2,216
Byron	2,325
Cabonne	1,358
Carrathool	166
Central Coast	42,611
Central Darling	136
Cessnock	5,683
Clarence Valley	9042
Cobar	265
Coffs Harbour	10,070
Coolamon	447
Coonamble	301
Cootamundra-Gundagai Regional	1,827
Cowra	1,836
Dubbo Regional	4,960
Dungog	957
Edward River	80
Eurobodalla	6,575
Federation	2,014
Forbes	1,319
Gilgandra	581
Glen Innes Severn	1,279
Goulburn Mulwaree	3,368
Greater Hume Shire	1,052
Griffith	2,064
Gunnedah	1,276
Gwydir	759
Hay	374
Hilltops	2,340
Inverell	2,175

Junee	488
Kempsey	4,685
Kiama	2,861
Kyogle	1,116
Lachlan	555
Lake Macquarie	26,763
Leeton	1,105
Lismore	4,858
Lithgow	2,831
Liverpool Plains	987
Lockhart	319
Maitland	8,131
Mid-Coast	19,234
Mid-Western Regional	2,693
Moree Plains	890
Murray River	2,598
Murrumbidgee	328
Muswellbrook	1,308
Nambucca	3,694
Narrabri	1,200
Narrandera	699
Narromine	764
Oberon	507
Orange	3,972
Parkes	1,633
Port Macquarie-Hastings	15,528
Port Stephens	11,197
Queanbeyan-Palerang Regional	3,049
Richmond Valley	3,693
Shellharbour	7,625
Shoalhaven	16,198
Singleton	1,846
Snowy Monaro Regional	2,164
Snowy Valleys	1,771
Tamworth Regional	7,083
Temora	796
Tenterfield	1,110
Tweed	14,354
Unincorporated NSW	18
Upper Hunter Shire	1,416
Upper Lachlan Shire	691
Uralla	613
Wagga Wagga	5,320
Walcha	410

Walgett	651
Warren	297
Warrumbungle Shire	1,100
Weddin	500
Wentworth	570
Wingecarribee	5,596
Yass Valley	995

SQ 72: Regional Seniors Travel Card

72	In the first year of the trial, how many people redeemed cards to the value of (a) \$0, (b) \$1-\$50, (c) \$51-\$100, (d) \$101-\$150, (e) \$151-\$200, or (f) \$201-\$250, in each of the following regions:
(a)	Albury City Council?
(b)	Armidale Regional Council?
(c)	Ballina Shire Council?
(d)	Balranald Shire Council?
(e)	Bathurst Regional Council
(f)	Bega Valley Shire Council?
(g)	Bellingen Shire Council?
(h)	Berrigan Shire Council?
(i)	Bland Shire Council?
(j)	Blayney Shire Council?
(k)	Bogan Shire Council?
(l)	Bourke Shire Council?
(m)	Brewarrina Shire Council?
(n)	Broken Hill City Council?
(o)	Byron Shire Council?
(p)	Cabonne Council?
(q)	Carrathool Shire Council?
(r)	Central Coast Council?
(s)	Central Darling Shire Council?
(t)	Cessnock City Council?
(u)	Clarence Valley Council?
(v)	Cobar Shire Council?
(w)	Coffs Harbour City Council?
(x)	Coolamon Shire Council?
(y)	Coonamble Shire Council?
(z)	Cootamundra-Gundagai Regional Council?
(aa)	Cowra Shire Council?
(bb)	Dubbo Regional Council?
(cc)	Dungog Shire Council?
(dd)	Edward River Council?
(ee)	Eurobodalla Shire Council?
(ff)	Federation Council?
(gg)	Forbes Shire Council?
(hh)	Gilgandra Shire Council?
(ii)	Glen Innes Severn Council?

(jj)	Goulburn Mulwaree Council?
(kk)	Greater Hume Shire Council?
(ll)	Griffith City Council?
(mm)	Gunnedah Shire Council?
(nn)	Gwydir Shire Council?
(oo)	Hay Shire Council?
(pp)	Hilltops Council?
(qq)	Inverell Shire Council?
(rr)	Junee Shire Council?
(ss)	Kempsey Shire Council?
(tt)	Kiama Municipal Council?
(uu)	Kyogle Council?
(vv)	Lachlan Shire Council?
(ww)	Lake Macquarie City Council?
(xx)	Leeton Shire Council?
(yy)	Lismore City Council?
(zz)	Lithgow City Council?
(aaa)	Liverpool Plains Shire Council?
(bbb)	Lockhart Shire Council?
(ccc)	Lord Howe?
(ddd)	Maitland City Council?
(eee)	Mid-Coast Council?
(fff)	Mid-Western Regional Council?
(ggg)	Moree Plains Shire Council?
(hhh)	Murray River Council?
(iii)	Murrumbidgee Council?
(jjj)	Muswellbrook Shire Council?
(kkk)	Nambucca Shire Council?
(lll)	Narrabri Shire Council?
(mmm)	Narrandera Shire Council?
(nnn)	Narromine Shire Council?
(ooo)	Oberon Council?
(ppp)	Orange City Council?
(qqq)	Parkes Shire Council?
(rrr)	Port Macquarie-Hastings Council?
(sss)	Port Stephens Council?
(ttt)	Queanbeyan-Palerang Regional Council?
(uuu)	Richmond Valley Council?
(vvv)	Shellharbour City Council?
(www)	Shoalhaven City Council?
(xxx)	Singleton Council?
(yyy)	Snowy Monaro Regional Council?
(zzz)	Snowy Valleys Council?
(aaaa)	Tamworth Regional Council?
(bbbb)	Temora Shire Council?
(cccc)	Tenterfield Shire Council?
(dddd)	Tweed Shire Council?
(eeee)	Unincorporated Far West?

(ffff)	Upper Hunter Shire Council?
(gggg)	Upper Lachlan Shire Council?
(hhhh)	Uralla Shire Council?
(iiii)	Wagga Wagga City Council?
(jjjj)	Walcha Council?
(kkkk)	Walgett Shire Council?
(llll)	Warren Shire Council?
(mmmm)	Warrumbungle Shire Council?
(nnnn)	Weddin Shire Council?
(oooo)	Wentworth Shire Council?
(pppp)	Wingecarribee Shire Council?
(qqqq)	Yass Valley Council?

ANSWER

I am advised:

72	In the first year of the trial, the following number of people redeemed cards to the value of (a) \$0, (b) \$1-\$50, (c) \$51-\$100, (d) \$101-\$150, (e) \$151-\$200, or (f) \$201-\$250, in each of the following regions:
----	--

LGA	\$0	\$0-\$50	\$50-\$100	\$100-\$150	\$150-\$200	\$200-\$250	Grand total
Albury Council	35	408	129	195	449	4,356	5,572
Armidale Regional Council	18	249	62	114	196	1,730	2,369
Ballina Council	73	495	135	236	499	5,263	6,701
Balranald Council		15	3	7	10	96	131
Bathurst Regional Council	26	294	83	120	290	3,091	3,904
Bega Valley Council	69	397	122	146	360	4,087	5,181
Bellingen Council	9	119	27	52	136	1,346	1,689
Berrigan Council	8	76	28	38	101	1,121	1,372
Bland Council	4	59	17	26	56	517	679
Blayney Council	5	48	12	21	43	585	714
Bogan Council	2	33	6	5	25	235	306
Bourke Council	1	14	5	12	18	78	128
Brewarrina Council		10	1	1	5	25	42
Broken Hill Council	11	173	62	83	163	1,732	2,224
Byron Council	18	236	45	86	179	1,772	2,336

Cabonne Council	9	126	31	36	104	1,048	1,354
Carrathool Council	3	16	3	9	15	120	166
Central Coast Council	360	3,209	863	1,419	2,834	33,908	42,593
Central Darling Council		9	2	8	11	104	134
Cessnock Council	46	367	95	152	330	4,712	5,702
Clarence Valley Council	77	634	165	238	642	7,300	9,056
Cobar Council	2	30	7	7	19	199	264
Coffs Harbour Council	103	683	214	322	752	8,007	10,081
Coolamon Council	1	36	9	22	25	357	450
Coonamble Council	1	26	4	12	29	229	301
Cootamundra-Gundagai Regional Council	12	129	33	59	120	1,477	1,830
Cowra Council	18	136	44	66	126	1,449	1,839
Dubbo Regional Council	51	357	110	152	388	3,896	4,954
Dungog Council	26	74	23	17	52	768	960
Edward River Council	1	9	2	4	3	61	80
Eurobodalla Council	67	507	113	181	458	5,251	6,577
Federation Council	21	155	35	56	134	1,624	2,025
Forbes Council	8	94	31	41	87	1,057	1,318
Gilgandra Council	4	44	9	23	41	457	578
Glen Innes Severn Council	9	112	21	44	102	992	1,280
Goulburn Mulwaree Council	16	285	79	125	281	2,576	3,362
Greater Hume Shire Council	6	91	16	23	68	855	1,059
Griffith Council	45	150	53	54	130	1,634	2,066

Gunnedah Council	4	110	19	40	108	999	1,280
Gwydir Council	3	52	12	24	62	613	766
Hay Council	5	29	9	9	32	297	381
Hilltops Council	25	177	33	76	182	1,843	2,336
Inverell Council	23	176	43	68	181	1,688	2,179
Junee Council	6	42	13	15	45	374	495
Kempsey Council	32	366	88	133	306	3,783	4,708
Kiama Council	26	206	72	97	195	2,262	2,858
Kyogle Council	6	85	19	25	96	887	1,118
Lachlan Council	1	50	13	17	47	431	559
Lake Macquarie Council	266	1,940	475	758	1,837	21,471	26,747
Leeton Council	8	91	19	38	68	882	1,106
Lismore Council	49	428	101	143	356	3,778	4,855
Lithgow Council	20	209	57	74	205	2,272	2,837
Liverpool Plains Council	4	77	13	31	58	806	989
Lockhart Council	1	25	13	3	27	250	319
Maitland Council	80	578	139	227	499	6,592	8,115
Mid-Coast Council	196	1,215	337	501	1,308	15,679	19,236
Mid-Western Regional Council	28	196	60	87	220	2,103	2,694
Moree Plains Council	6	95	17	36	74	662	890
Murray River Council	22	234	60	117	242	1,933	2,608
Murrumbidgee Council	2	25	8	12	34	248	329
Muswellbrook Council	14	116	25	55	69	1,028	1,307
Nambucca Council	38	289	52	103	254	2,957	3,693
Narrabri Council	11	111	24	30	105	918	1,199
Narrandera Council	5	57	10	16	44	565	697

Narromine Council	4	57	16	24	51	607	759
Oberon Council	2	39	9	20	31	412	513
Orange Council	35	310	76	136	324	3,085	3,966
Parkes Council	16	116	44	39	118	1,306	1,639
Port Macquarie-Hastings Council	187	1,190	289	519	1,132	12,209	15,526
Port Stephens Council	117	781	185	318	687	9122	11,210
Queanbeyan-Palerang Regional Council	17	310	86	128	232	2,301	3,074
Richmond Valley Council	39	254	69	96	284	2,962	3,704
Shellharbour Council	78	451	129	206	493	6,253	7,610
Shoalhaven Council	125	1156	291	506	1,147	12,992	16,217
Singleton Council	17	137	24	51	141	1,476	1,846
Snowy Monaro Regional Council	29	212	51	73	169	1,642	2,176
Snowy Valleys Council	13	139	26	46	147	1,400	1,771
Tamworth Regional Council	42	555	160	246	511	5,577	7,091
Temora Council	7	47	10	31	71	629	795
Tenterfield Council	17	99	27	31	81	859	1,114
Tweed Council	175	1,136	329	496	1,055	11,127	14,318
Unincorporated NSW		4			2	12	18
Upper Hunter Shire Council	14	104	30	43	127	1,104	1,422
Upper Lachlan Shire Council	11	87	12	34	49	496	689
Uralla Council	3	51	7	20	49	480	610
Wagga Wagga Council	54	416	135	196	424	4,099	5,324
Walcha Council	7	30	4	16	34	316	407

Walgett Council	6	81	17	23	45	473	645
Warren Council	3	13	5	15	27	243	306
Warrumbungle Shire Council	6	79	18	40	77	881	1,101
Weddin Council		50	10	20	50	373	503
Wentworth Council	2	48	15	24	59	420	568
Wingecarribee Council	49	538	144	217	447	4,189	5,584
Yass Valley Council	15	82	30	44	75	757	1,003

SQ 73: Regional Seniors Travel Card

73	Of the total number of people who successfully applied for Regional Seniors Travel Cards in the first year of the trial, how many identified as:
(a)	Female?
(b)	Male?
(c)	Other or didn't say?

ANSWER

I am advised:

73	Gender is not captured by the system. Only data needed for eligibility assessment is collected.
----	---

SQ 74: Regional Seniors Travel Card

74	As of 10 March 2021, how many people in NSW have applied for and received a Regional Seniors Travel Card in the second year of the trial?
----	---

ANSWER

I am advised:

74	As at 10 March 2021, 251,294 people had applied for the Regional Seniors Travel Card.
----	---

SQ 75: Regional Seniors Travel Card

75	As of 10 March 2021, what has been the total amount expended to date on the Regional Seniors Travel Card in the second year of the trial?
----	---

ANSWER

I am advised:

75	As of 10 March 2021, the total amount expended as part of the Regional Seniors Travel Card in the second year of the trial is \$11.665 million.
----	---

SQ 76: Regional Seniors Travel Card

76	How many people applied for a Regional Seniors Travel Card in the first year of the trial, but were rejected?
----	---

ANSWER

I am advised:

76	This information is not available as only eligible applications are captured.
----	---

SQ 77: Regional Seniors Travel Card

77	Of those that were rejected in the first year of the trial, how many applications were rejected because the applicant:
(a)	Did not live in an eligible geographical region?
(b)	Was in receipt of a Disability Support Pension?
(c)	Was in receipt of a Carers payment?
(d)	Other reasons (please describe)?

ANSWER

I am advised:

77	This information is not available as only data from eligible applications is captured.
----	--

SQ 78: Regional Seniors Travel Card

78	Of those that were rejected in the first year of the trial for not living in an eligible geographical region, how many applications were rejected because the applicant lived in:
(a)	Wollongong Local Government Area?
(b)	Newcastle Local Government Area?
(c)	The Blue Mountains Local Government Area?

ANSWER

I am advised:

78	This information is not available as only data from eligible applications is captured.
----	--

SQ 79: Regional Seniors Travel Card

79	How many applicants in receipt of a Carers payment or Disability Support pension were erroneously approved for a Regional Seniors Travel Card in April 2020?
----	--

ANSWER

I am advised:

79	Due to an initial error in the Service NSW back-end system, there were 235 applicants that were incorrectly deemed eligible for the trial. As a gesture of goodwill, Transport for NSW granted these customers a Regional Seniors Travel card in April 2020.
----	--

SQ 80: Regional Seniors Travel Card

80	What was the technical error that led to these applications being approved?
----	---

ANSWER

I am advised:

80	For 11 days in April 2020, the Service NSW system settings were incorrect. This resulted in an error where some applications from Disability Support Pensioners and Carers Payment were deemed eligible, despite the criteria. Transport for NSW granted these applicants the card as a gesture of goodwill in 2020.
----	--

SQ 81: Regional Seniors Travel Card

81	How was the error communicated to recipients?
----	---

ANSWER

I am advised:

81	<p>Transport for NSW did not contact the affected applicants, instead the customer received a notification when their application was not accepted through the application process in 2021.</p> <p>As a gesture of goodwill, Transport for NSW did not cancel these cards when approved in 2020. The system was reconfigured to exclude Disability Support Pensioners and Carers Payment as soon as the bug was found.</p>
----	--

SQ 82: Regional Seniors Travel Card

82	In the first year of the trial, how many Regional Seniors Travel Cards were issued to applicants in receipt of a service pension, <i>Disability Pension under the Veterans' Entitlements Act 1986</i> or War Widow(er) Pension?
----	---

ANSWER

I am advised:

82	There were 10,983 Regional Seniors Travel Cards issued to applicants in receipt of a service pension, Disability Pension under the <i>Veterans' Entitlements Act 1986</i> or War Widow(er) Pension.
----	---

SQ 83: Regional Seniors Travel Card

83	How many eligible veterans applied for the Regional Seniors Travel Card before the eligibility criteria was amended to include applicants in receipt of a service pension, <i>Disability Pension under the Veterans' Entitlements Act 1986</i> or War Widow(er) Pension?
----	--

ANSWER

I am advised:

83	This information is not available as only data from applications eligible at the time of applying is captured.
----	--

SQ 84: Regional Seniors Travel Card

84	Did the NSW Government automatically issue Regional Seniors Travel Cards to veterans who were rejected prior to the eligibility criteria being amended?
----	---

ANSWER

I am advised:

84	Pre-registration was made available at Service NSW Service Centres and these customers were contacted by phone to apply at the Department of Veterans Affairs expansion launch. No cards were automatically issued to veterans.
----	---

SQ 85: Regional Seniors Travel Card

85	Did the NSW Government proactively contact veterans who were rejected prior to the eligibility criteria being amended to ensure they reapplied for a Regional Seniors Travel Card?
----	--

ANSWER

I am advised:

85	Veterans who communicated with the NSW Government were responded to when the criteria was amended. Where Service NSW had details for customers who visited a Service Centre they were advised individually.
----	--

SQ 86: Regional Seniors Travel Card

86	How many veterans that applied prior to the eligibility criteria changing did not successfully receive a Regional Seniors Travel Card in the first year of the trial?
----	---

ANSWER

I am advised:

86	This information is not available as only data from eligible applications is captured.
----	--

SQ 87: Regional Seniors Travel Card

87	What was the total amount of money spent by the NSW Government on advertising the availability of the Regional Seniors Travel Card in the first year of the trial?
----	--

ANSWER

I am advised:

87	There was sufficient media coverage on the program prior to and post launch so no money was spent on external advertising. All promotion was on Service NSW and Transport for NSW assets including websites and social channels.
----	--

SQ 88: Regional Seniors Travel Card

88	What is the total amount of funding allocated in the 2020-2021 State Budget towards advertising the availability of the Regional Seniors Travel Card?
----	---

ANSWER

I am advised:

88	Funding was not allocated for specific purposes within the scheme, individual activities were managed by Transport for NSW within the available funding.
----	--

SQ 89: Regional Seniors Travel Card

89	Is Transport for NSW or the Minister aware of any scams or fraud in relation to the Regional Seniors Travel Card? If so, what were/are the scams or alleged fraud?
----	--

ANSWER

I am advised:

89	No.
----	-----

SQ 90: Regional Seniors Travel Card

90	What action has the NSW Government taken to protect regional seniors from scams or fraud in relation to the Regional Seniors Travel Card?
----	---

ANSWER

I am advised:

90	<p>Transport for NSW has applied all mitigations within its power, including locking down the Merchant Category Code, to prevent spending outside travel related expenses. Transport for NSW has processes in place to monitor the scheme by checking spending patterns and will capture and review claims of misuse as appropriate.</p> <p>Validation against the Centrelink and Department of Veterans' Affairs records ensures only eligible seniors receive a card.</p> <p>To prevent fraud, a suite of application and usage reports are checked regularly to spot anomalies.</p>
----	--

SQ 91: Footpaths in regional NSW

91	What is the total amount expended in 2019-2020 by the NSW State Government on the construction of new footpaths across regional NSW?
----	--

ANSWER

I am advised:

91	This is a matter for the Minister for Local Government.
----	---

SQ 92: Footpaths in regional NSW

92	What is the total amount expended in 2019-2020 by the NSW State Government on the repair of existing footpaths across regional NSW?
----	---

ANSWER

I am advised:

92	This is a matter for the Minister for Local Government.
----	---

SQ 93: Footpaths in regional NSW

93	What is the total amount allocated in the 2020-2021 State Budget for the construction of new footpaths across regional NSW?
----	---

ANSWER

I am advised:

93	This is a matter for the Minister for Local Government.
----	---

SQ 94: Footpaths in regional NSW

94	What is the total amount allocated in the 2020-2021 State Budget for the NSW State Government on the repair of existing footpaths across regional NSW?
----	--

ANSWER

I am advised:

94	This is a matter for the Minister for Local Government.
----	---

SQ 95: Great Western Highway Upgrade

95	What investigations have been taken by Transport for NSW to improve cyclist and pedestrian safety at Faulconbridge following the concerns raised by the Blue Mountains Cycling Safety Forum?
----	--

ANSWER

I am advised:

95	<p>Transport for NSW directed contractors to correct a hazard created by incomplete surfacing work to the edge of the road. The reseal has since been completed to a standard that improves the road surface that previously existed for cyclists.</p> <p>Transport for NSW has also met with cycling representatives on site and discussed possible safety improvements for the corner.</p> <p>Vegetation has been trimmed on the corner to vastly improve sight lines, improving safety hazards caused by the inability for drivers to see clearly around the curve.</p> <p>Transport for NSW is continuing to work with Blue Mountains City Council, the Blue Mountains Cycling Safety Forum and the wider community to improve safety on the Highway.</p>
----	---

SQ 96: Great Western Highway Upgrade

96	What specific initiatives are being proposed by Transport for NSW to improve cyclist and pedestrian safety along the length of the Great Western Highway?
----	---

ANSWER

I am advised:

96	<p>Transport for NSW has been liaising with local Councils and cycling groups regarding cyclist and pedestrian safety improvements throughout the Blue Mountains, as part of the Great Western Highway Upgrade and as part of a wider strategic review of safety upgrades throughout the Mountains.</p> <p>Improvements that are part of the Great Western Highway Upgrade are being progressed as concept designs and will be developed for program stages.</p> <p>The Medlow Bath section of the Great Western Highway Upgrade includes a new shared pathway alongside the upgraded Highway. It also includes a pedestrian overpass to allow pedestrians to cross both the road and rail and access the Medlow Bath train station without interaction with rail or road traffic.</p> <p>Transport for NSW is working with the Blue Mountains City Council on its active transport strategic planning to help identify ways in which Transport can complement Council initiatives.</p>
----	---

SQ 97: Great Western Highway Upgrade

97	What is the total amount of funding spent by Transport for NSW to improve pedestrian and cyclist safety as part of the Great Western Highway Upgrade in 2019-2020?
----	--

ANSWER

I am advised:

97	<p>The Great Western Highway upgrade program is in the development phase, with the first section of construction to commence in 2022.</p> <p>The Medlow Bath Upgrade section will incorporate a shared pathway alongside the upgraded Highway, with linkages to existing cycling and walking paths at either end of Medlow Bath.</p>
----	--

SQ 98: Great Western Highway Upgrade

98	What is the total amount of funding allocated in the 2020-2021 State Budget to improve pedestrian and cyclist safety as part of the Great Western Highway Upgrade?
----	--

ANSWER

I am advised:

98	Improved active transport links and pedestrian safety is a key driver for the Great Western Highway upgrade program, to which the State Government has currently committed \$2.5 billion.
----	---

SQ 99: Great Western Highway Upgrade

99	How much money was specifically spent in 2020-2021 to improve cyclist and pedestrian safety on the Great Western Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge?
----	---

ANSWER

I am advised:

99	<p>Resurfacing of the Great Western Highway between Metro Petroleum and Todarellos Fruit House at Faulconbridge and associated additional resurfacing and trimming of roadside vegetation, was carried out under the existing maintenance contract for the Great Western Highway in the Blue Mountains. This improved pedestrian and cyclist safety at the location.</p> <p>Further works are being investigated to continue to improve road user safety at this location.</p>
----	--

SQ 100: Great Western Highway Upgrade

100	In 2020-2021, what is the total amount of money spent to resurface the Great Western Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge, as a means to repair the dangerous slip hazard for cyclists caused by the original resurfacing?
-----	---

ANSWER

I am advised:

100	I refer you to the answer given to Supplementary Question 99
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SQ 101: Great Western Highway Upgrade

101	What money has been allocated in the 2020-2021 State Budget to design, plan and construct additional pathways adjacent to the Highway between Metro Petroleum and Todarellos Fruit House, Faulconbridge?
-----	--

ANSWER

I am advised:

101	<p>Additional pathways adjacent to the Highway between Metro Petroleum and Todarellos Fruit House at Faulconbridge are a matter for Blue Mountains City Council.</p> <p>Transport for NSW is working with the Blue Mountains City Council on its active transport strategic planning to help identify ways in which Transport can complement Council initiatives.</p>
-----	---

SQ 102: School safety in regional NSW

102	What is the total amount spent on road safety improvements around NSW schools in regional NSW in 2019-2020?
-----	---

ANSWER

I am advised:

102	The total amount spent around all NSW schools in regional NSW cannot be provided as many of the roads around schools are local roads under the care and control of local government.
-----	--

SQ 103: School safety in regional NSW

103	What is the total amount allocated to road safety improvements around NSW schools in regional NSW in 2020-2021?
-----	---

ANSWER

I am advised:

103	The NSW Government is upgrading line markings and pedestrian infrastructure at a number of NSW rural and urban schools as part of a \$408 million boost to road safety announced by the NSW and Federal governments on 4 March 2021. Funding includes \$30.26 million from the NSW Government and \$59.86 million from the Federal government in 2020-21. Of the combined \$90.1 million for this program, \$49.2 million has been allocated to regional schools.
-----	---

SQ 104: School safety in regional NSW

104	As of 10 March 2021, to date what is the total amount spent on road safety improvements around NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

104	The total amount spent around all NSW schools, including regional schools, cannot be provided as many of the roads around schools are local roads under the care and control of local government.
-----	---

SQ 105: School safety in regional NSW

105	What is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in regional NSW in 2019-2020?
-----	--

ANSWER

I am advised:

105	In 2019-2020, the total amount spent on line markings around NSW schools on State and regional roads in regional NSW was \$1,221,000.
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SQ 106: School safety in regional NSW

106	What is the total amount allocated to renewing line markings such as dragon's teeth around NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

106	The budget for line markings, including dragon's teeth, around NSW schools on State and regional roads in regional NSW in 2020-21 is \$1,180,000.
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SQ 107: School safety in regional NSW

107	As of 10 March 2021, to date what is the total amount spent on renewing line markings such as dragon's teeth around NSW schools in regional NSW in 2020-2021?
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ANSWER

I am advised:

107	The amount spent in 2020-21 to date (as of late February 2021) on maintaining line markings around NSW schools on State and regional roads in regional NSW is \$752,447.00.
-----	---

SQ 108: School safety in regional NSW

108	What is the total amount spent on maintaining school zone flashing lights around NSW schools in regional NSW in 2019-2020?
-----	--

ANSWER

I am advised:

108	<p>Transport for NSW spent about \$5.1 million on school zone flashing lights maintenance in 2019-2020.</p> <p>Expenditure around regional NSW schools is not separately recorded, as school zone flashing lights are administered via a unified State-wide system to achieve consistent and reliable operation.</p>
-----	--

SQ 109: School safety in regional NSW

109	What is the total amount allocated to maintaining school zone flashing lights around NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

109	<p>The total amount allocated to maintaining school zone flashing lights around NSW schools in 2020-2021 is about \$5.5 million.</p> <p>Expenditure around regional NSW schools is not separately recorded, as school zone flashing lights are administered via a unified State-wide system to achieve consistent and reliable operation.</p>
-----	---

SQ 110: School safety in regional NSW

110	As of 10 March 2021, to date what is the total amount spent on maintaining school zone flashing lights around NSW schools in regional NSW in 2020-2021?
-----	---

ANSWER

I am advised:

110	<p>As of 25 February 2021, about \$2.7 million has been spent on maintaining school zone flashing lights around NSW schools in 2020-2021.</p> <p>Expenditure around regional NSW schools is not separately recorded, as school zone flashing lights are administered via a unified State-wide system to achieve consistent and reliable operation.</p>
-----	--

SQ 111: School safety in regional NSW

111	What is the total amount spent on upgrading pedestrian crossings around NSW schools in regional NSW in 2019-2020?
-----	---

ANSWER

I am advised:

111	About \$1.2 million was spent in 2019-2020 on line markings, including pedestrian crossings, on state and regional roads around NSW schools in regional NSW.
-----	--

SQ 112: School safety in regional NSW

112	What is the total amount allocated to upgrading pedestrian crossings around NSW schools in regional NSW in 2020-2021?
-----	---

ANSWER

I am advised:

112	The budget for line markings, including pedestrian crossings, on State and regional roads around NSW schools in regional NSW is approximately \$1.1 million in 2020-2021.
-----	---

SQ 113: School safety in regional NSW

113	As of 10 March 2021, to date what is the total amount spent on upgrading pedestrian crossings around NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

113	The amount spent in 2020-2021 to date (as of late February) on line markings on state and regional roads around NSW schools, including at pedestrian crossings, in regional NSW is \$752,447.00.
-----	--

SQ 114: School safety in regional NSW

114	What is the total amount spent on employing crossing supervisors for NSW schools in regional NSW in 2019-2020?
-----	--

ANSWER

I am advised:

114	\$6.78 million.
-----	-----------------

SQ 115: School safety in regional NSW

115	What is the total amount allocated to employing crossing supervisors for NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

115	\$19.9 million across NSW. Funding is not allocated on a geographical basis as it is dependent on applications received.
-----	---

SQ 116: School safety in regional NSW

116	As of 10 March 2021, to date what is the total amount spent on employing crossing supervisors for NSW schools in regional NSW in 2020-2021?
-----	---

ANSWER

I am advised:

116	\$5.196 million. This is actual costs as at the end of the month of February 2021. There is no separate report as of 10 March 2021.
-----	---

SQ 117: School safety in regional NSW

117	What is the total amount spent on hiring new crossing supervisors for NSW schools in regional NSW in 2019-2020?
-----	---

ANSWER

I am advised:

117	The total amount spent for 2019-2020 was \$15.9 million across the program. Financial reporting does not allow the breakdown to individual hires.
-----	--

SQ 118: School safety in regional NSW

118	What is the total amount allocated to hiring new crossing supervisors for NSW schools in regional NSW in 2020-2021?
-----	---

ANSWER

I am advised:

118	The total amount budgeted for 2020-2021 is \$19.9 million across the School Crossing Supervisor Program. The budget is not broken down by location, as the locations of new hires are not known in advance.
-----	--

SQ 119: School safety in regional NSW

119	As of 10 March 2021, to date what is the total amount spent on hiring new crossing supervisors for NSW schools in regional NSW in 2020-2021?
-----	--

ANSWER

I am advised:

119	The total amount spend for 2020-21 as of the end of February 2021 is \$11.5 million. Financial reporting does not allow the breakdown of individual hires.
-----	---

SQ 120: School safety in regional NSW

120	In each of the following months, how many new crossing supervisors were hired at schools in regional NSW in:
(a)	June 2020?
(b)	July 2020?
(c)	August 2020?
(d)	September 2020?
(e)	October 2020?
(f)	November 2020?
(g)	December 2020?
(h)	January 2021?
(i)	February 2021?

ANSWER

I am advised:

120	
(a)	15
(b)	5
(c)	5
(d)	12
(e)	12
(f)	11
(g)	4
(h)	1
(i)	29

SQ 121: School safety in regional NSW

121	In each of the following months, what was the total number of crossing supervisors employed by Transport for NSW at schools in regional NSW:
(a)	June 2020?
(b)	July 2020?
(c)	August 2020?

(d)	September 2020
(e)	October 2020?
(f)	November 2020?
(g)	December 2020?
(h)	January 2021?
(i)	February 2021?

ANSWER

I am advised:

121	
(a)	564
(b)	567
(c)	560
(d)	566
(e)	571
(f)	581
(g)	573
(h)	569
(i)	588

SQ 122: School safety in regional NSW

122	As of 10 March 2021, how many of the total number of crossing supervisors were employed at schools in regional NSW in:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	Greater Sydney?
(j)	Western Sydney?
(k)	The Blue Mountains?
(l)	The Central Coast?

ANSWER

I am advised:

122	The School Crossing Supervisor Program captures information by Local Government Area and Transport for NSW Local Council Boundaries. This information is publicly available on the Transport for NSW website.
-----	--

SQ 123: School safety in regional NSW

123	As of 25 February 2021, how many NSW schools in regional NSW do not have at least one crossing supervisor?
-----	--

ANSWER

I am advised:

123	Transport for NSW does not hold this information.
-----	---

SQ 124: School safety in regional NSW

124	As of 25 February 2021, how many schools in each of the following regions do not have at least one crossing supervisor:
(a)	Central West and Orana?
(b)	Far West?
(c)	New England North West?
(d)	Newcastle and Hunter?
(e)	North Coast?
(f)	Riverina Murray?
(g)	South East and Tablelands?
(h)	Wollongong and the Illawarra?
(i)	The Blue Mountains?
(j)	The Central Coast?

ANSWER

I am advised:

124	Transport for NSW does not hold this information.
-----	---

SQ 125: School safety in regional NSW

125	In 2019-2020, how many schools in regional NSW applied for a crossing supervisor?
-----	---

ANSWER

I am advised:

125	In 2019-2020, 46 schools in regional NSW applied for a School Crossing Supervisor. Zero applications by schools for a crossing supervisor in 2019-20 were rejected.
-----	--

SQ 126: School safety in regional NSW

126	How many schools in regional NSW to date in 2020-2021 have applied for a crossing supervisor?
-----	---

ANSWER

I am advised:

126	A total of 55 applications have been received since July 2020 to date across regional NSW.
-----	--

SQ 127: School safety in regional NSW

127	In 2019-2020, how many schools in regional NSW applied for a crossing supervisor and were rejected?
-----	---

ANSWER

I am advised:

127	I refer you to the answer to Supplementary Question 125.
-----	--

SQ 128: School safety in regional NSW

128	How many schools in regional NSW to date in 2020-2021 have applied for a crossing supervisor and were rejected?
-----	---

ANSWER

I am advised:

128	<p>A total of 55 applications have been received since July 2020 to date:</p> <ul style="list-style-type: none">• 16 of these applications have been assessed and have been successful in receiving a School Crossing Supervisor as part of the Government's election commitment• two applications have been declined due to being high schools• 37 applications are currently being assessed.
-----	--

SQ 129: XPT Replacements

129	When will the first new carriages arrive in Australia for testing?
-----	--

ANSWER

I am advised:

129	The first new trains are expected to be running from 2023, with the full fleet coming into service progressively
-----	--

SQ 130: XPT Replacements

130	Will the safety testing be carried out by the manufacturers using the same model as the New Intercity Fleet (NIF)?
-----	--

ANSWER

I am advised:

130	The Regional Rail Project is still finalising its plan for train completion works, which includes the testing and commissioning of the new fleet. As part of this process, the Regional Rail Project will include any relevant lessons learnt from the NIF project in the delivery of the new regional fleet.
-----	---

SQ 131: XPT Replacements

131	Who will be responsible for developing the safe work model on the XPTs and will this be done in consultation with the Union?
-----	--

ANSWER

I am advised:

131	NSW TrainLink will develop the operating model for the regional rail fleet with input from many stakeholders including operational rail, industry, safety and regulatory subject matter expertise with consultation with employees and the Rail, Tram and Bus Union.
-----	--

SQ 132: XPT Replacements

132	What is the current cost estimate for the new replacement fleet?
-----	--

ANSWER

I am advised:

132	The total budget for the Regional Rail project is \$2.8 billion which includes a capital cost of \$1.26 billion for the new fleet, the new maintenance facility in Dubbo, some minor enabling work and project costs, as well as recurrent costs associated with maintenance services for the first 15 years.
-----	---

SQ 133: XPT Replacements

133	What is the current status of the existing XPT fleet?
(a)	How many of the current XPTs are fully operational?
(b)	What is the current provision for maintenance?

ANSWER

I am advised:

133	
(a - b)	There are currently 8 XPT trains in daily operation to meet timetable with 16 power cars required. The fleet has 19 power cars in total with the following maintenance requirements.

	<p>The current provision for maintenance is as follows:</p> <p>XPT cars required for routine maintenance:</p> <ul style="list-style-type: none"> • 1 power car • 6 passenger cars <p>XPT cars required for major/heavy maintenance:</p> <ul style="list-style-type: none"> • 1 power car • 1 passenger car <p>XPT cars out of service due to 2020 derailment damage:</p> <ul style="list-style-type: none"> • 1 power car • 4 passenger cars* <p>*Note that 2 out-of-service passenger cars are being repurposed to replace 1 sleeper car and 1 sitter car that are damaged beyond repair.</p>
--	--

SQ 134: XPT Replacements

134	How many XPT services required a replacement bus for some portion of their journey in each financial year from 2018-19 to 2020-21?
-----	--

ANSWER

I am advised:

134	<p>In 2018-19, there were 123 pre-planned and 267 emergency bus replacement services.</p> <p>In 2019-20, there were 293 pre-planned and 265 emergency bus replacement services.</p> <p>In 2020-21, there were 124 pre-planned and 267 emergency bus replacement services.</p>
-----	---

SQ 135: XPT Replacements

135	How many XPT trips were taken in each financial year from 2018-19 to 2020-21 by destination?
-----	--

ANSWER

I am advised:

135	<p>This table only includes data for when a customer has boarded an XPT train for their journey and does not include journeys where the service was replaced by a coach.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: left;">XPT JOURNEYS</th> </tr> <tr> <th></th> <th>Brisbane</th> <th>Casino</th> <th>Grafton</th> <th>Dubbo</th> <th>Melbourne</th> </tr> </thead> <tbody> <tr> <td>2018-19</td> <td>126,884</td> <td>130,372</td> <td>109,762</td> <td>100,288</td> <td>395,847</td> </tr> <tr> <td>2019-20</td> <td>95,374</td> <td>84,371</td> <td>62,424</td> <td>63,848</td> <td>278,911</td> </tr> <tr> <td>2020-21*</td> <td>49,239</td> <td>41,704</td> <td>29,202</td> <td>46,281</td> <td>81,805</td> </tr> </tbody> </table> <p>* to 23 March 2021</p>	XPT JOURNEYS							Brisbane	Casino	Grafton	Dubbo	Melbourne	2018-19	126,884	130,372	109,762	100,288	395,847	2019-20	95,374	84,371	62,424	63,848	278,911	2020-21*	49,239	41,704	29,202	46,281	81,805
XPT JOURNEYS																															
	Brisbane	Casino	Grafton	Dubbo	Melbourne																										
2018-19	126,884	130,372	109,762	100,288	395,847																										
2019-20	95,374	84,371	62,424	63,848	278,911																										
2020-21*	49,239	41,704	29,202	46,281	81,805																										

SQ 136: Fast rail network strategy

136	The 2019-20 State Budget included an initial \$295 million to commence the delivery of a new fast rail network
a)	Sydney to Canberra - \$80 million for preliminary work on a new straightened route to a high speed standard between Menangle and Yerrinbool, north of Goulburn.
(b)	Sydney to Nowra - \$125 million to start the duplication of the rail line between Berry and Gerringong, with a 4km section of the line to be upgraded, along with extra platforms at Bomaderry to allow for more frequent services.
(c)	Sydney to Newcastle & Port Macquarie - \$80 million to develop a new rail alignment between northern Sydney and Woy Woy, including investigation of potential tunnelling options which will support high speed trains to better connect the Central Coast to Sydney.
(d)	Sydney to the Central West – an initial \$10 million to get work underway on a route, including options for crossing the Blue Mountains and planning work to improve the route to the Central West.
i.	What is the current status of these projects?
ii.	How much has been expended on each project thus far?

ANSWER

I am advised:

136	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. This transformative vision will seek to link regional centres to each other and Sydney, potentially reducing travel times by 75 per cent and giving people greater choice about where they live, work and visit. The NSW Government is taking the time to get this vision right. We will update the community as soon as we have more to say.
(i)	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: <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.

(ii)	The total costs of these initial works will be confirmed once detailed investigations and other scoping activities are completed.
------	---

SQ 137: Tweed light rail

137	What is the current status of planning for the Tweed Heads Light Rail Project?
-----	--

ANSWER

I am advised:

137	Transport for NSW is now moving to the next stage of the process, with a new Multi Modal Corridor Study to identify a suitable five-kilometre corridor for a future light rail extension from Coolangatta to the Tweed, while Queensland will investigate the corridor to the north.
-----	--

SQ 138: Bus on Demand Trials

138	How many on demand bus trials are currently operating in NSW?
(a)	What are the locations?
(b)	What is the current contract breakdown for each area regarding costs?
(c)	What other areas are being looked at for trials?
(d)	How many trials did not continue in 2020/21?
i.	What were the locations where trials ceased?

ANSWER

I am advised:

138	On demand bus trial information is publicly available on the Transport for NSW website. Contract information is publicly available on the NSW Government's eTendering website.
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SQ 139: NSW Freight and Ports Plan

139	What is the total expenditure allocated from Restart NSW Funding up to 2020/21 for:
(a)	Fixing Country Rail (\$400m)
(b)	Fixing Country Roads (\$543m)

ANSWER

I am advised:

139	
(a)	\$229.3 million.
(b)	\$460.18 million.

SQ 140: NSW Freight and Ports Plan

140	The Implementation Plan 2018-2023 includes working with NSW Ports and Port of Newcastle to deliver their Master Plans and develop new markets, what are the key achievements in these initiatives?
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ANSWER

I am advised:

140	This is a matter for the Minister for Transport and Roads.
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SQ 141: NSW Freight and Ports Plan

141	The NSW Government committed to support legislative reforms, to ensure national harmonisation of laws and regulatory bodies governing the freight industry and reduce industry costs, including Advocate for Australian legislative amendments to facilitate the greater use of coastal shipping.
(a)	What work has the NSW Government done in the area of promoting Coastal Shipping and in particular shipping under an Australian Flag?

ANSWER

I am advised:

141	N/A
(a)	This is a matter for the Minister for Transport and Roads.

SQ 142: NSW Freight and Ports Plan

142	The NSW Government committed to improve information and remove red tape for rail operators, including investigating improvements to Rail Vehicle Accreditation, which could streamline approvals for rolling stock operators.
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ANSWER

I am advised:

142	<p>Transport for NSW recognises the importance of the rail freight industry to the State and national economy and is actively working to provide continuous improvement of our rail vehicle network acceptance process.</p> <p>The rail vehicle network acceptance process conducts technical assurance to ensure compliance with network interface requirements and therefore safe and efficient network operation.</p> <p>A New Vehicle Information Pack has been developed to streamline this process which ensures that all requirements are captured in an electronic format.</p>
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	<p>Transport for NSW is collaborating with rail freight operators to provide guidance and also assist in lodging rail vehicle submissions. This two-way collaboration also captures innovation that the freight operators may be considering to ensure there is a clear pathway to implementation.</p> <p>It is also progressing a number of initiatives with the National Transport Commission in the development of a National Rail Action Plan including the harmonisation of standards and interoperability across state jurisdictions.</p> <p>Transport for NSW is advocating for the development of a national rail vehicle database and online registration portal which will streamline rail vehicle acceptance in a national context. Such an improvement will align with the national Rail Industry Safety and Standards Board (RISSB) AS7501 standard for rail vehicle acceptance.</p>
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SQ 143: NSW Freight and Ports Plan

143	The plan has a target of 28% Rail mode share to and from Port Botany. In January 2020 the share was 17.2% and in January 2021 it was 16.2%.
(a)	What are the specific strategies for reaching the target of 28% by 2023?

ANSWER

I am advised:

143	N/A
(a)	<p>The NSW Government is working with the freight and logistics industry and the Federal Government to meet modal share targets. Specific activities include:</p> <ul style="list-style-type: none"> • Development of a Port Efficiency Strategy and Rail Productivity Strategy with focus on improving productivity of the rail network and increasing rail modal share at Port Botany. • July 2020 State Significant Infrastructure approval of the Port Botany Rail Duplication and Cabramatta Loop Projects. • Construction for both projects is forecast to commence in 2021, funded by the Federal Government and to be delivered by the Australian Rail Track Corporation. • Investment by NSW Ports and Patrick Terminals in improved on-dock rail at the Patrick Terminal. • Investment by Pacific National in a new intermodal freight hub at St Marys.

	<ul style="list-style-type: none"> Working with the NSW Government's Freight and Logistics Advisory Council to identify obstacles and challenges in achieving a productive and efficient rail network.
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SQ 144: Regional Seniors Travel Card

144	The Regional Seniors Travel Card had a budget of \$95 million over two years according to Parliamentary Budget Office.
(a)	What is the current budget for the scheme?
(b)	What has been the expenditure on the program since its introduction?
(c)	The predicted take up rate was 40% of eligible people, what has been the actual take up rate in;
i.	2019/20
ii.	2020/21

ANSWER

I am advised:

(a)	\$218.4 million over three financial years (2019-20, 2020-21 and 2021- 22).
(b)	Since introduction up to February 2021, total expenditure is \$96.9 million.
(c) i.	Year 1 (calendar year 2020) – 71 per cent of eligible people.
(c) ii.	Year 2 (calendar year 2021) – forecasting 80 per cent of eligible people.

SQ 145: Transport Access Program

145	What is the current cost and completion dates for the following station projects;
(a)	Casino
(b)	Dubbo
(c)	Grafton
(d)	Griffith
(e)	Gunnedah
(f)	Moree
(g)	Narrabri
(h)	Queanbeyan
(i)	Taree
(j)	Towradgi
(k)	Unanderra

ANSWER

I am advised:

145	These stations form part of the \$882 million total funding package to deliver the third tranche of the Transport Access Program. The
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	budgets for these projects are commercial in confidence, as the tenders for the award of contracts are currently underway.
(a)- (k)	This information is publicly available on the Transport for NSW website.

SQ 146: Fixing Country Rail

146	What is the current status of the following projects?
(a)	Gulgong-Maryvale Line
(b)	Kandos-Gulgong Line
(c)	Cowra Line

ANSWER

I am advised:

146	
(a)	The Gulgong-Maryvale Line feasibility study has been completed. The project is currently in the detailed design and planning stage.
(b)	The Kandos-Gulgong Line feasibility study has been completed. There is ongoing stakeholder engagement.
(c)	The Cowra Line feasibility study has been completed. The project is currently in the concept design stage.

SQ 147: Fixing Country Rail

147	What is the current status of the Business Case work for the following projects?
(a)	Orange – Parkes Bumberry - Crossing Loop
(b)	Junee – Griffith Junee North Fork to Main South Line – Line Reinstatement
(c)	Junee – Griffith Junee to Griffith – Intermediate Loops (approx. 2 loops) Orange – Dubbo Kerrs Creek – Crossing Loop
(d)	Orange – Dubbo Maryvale – Crossing Loop
(e)	Narrabri – Walgett Narrabri to Walgett – 25 TAL
(f)	Narromine – Cobar Narromine – Inland Rail Connectivity
(g)	Narromine – Cobar Narromine to Nyngan – Line Upgrades 25 TAL Narromine – Cobar Nyngan to Cobar – 25 TAL
(h)	Orange – Parkes Pinecliffe – Crossing Loop
(i)	Bowenfels – Orange Polona – Crossing Loop
(j)	Stockinbingal – Griffith Stockinbingal to Griffith – 25 TAL
(k)	Junee – Griffith Wumbugal – Siding

ANSWER

I am advised:

147	
(a)	Orange – Parkes Bumberry - Crossing Loop: The business case has been completed, and the project has moved to the construction stage.

(b)	Junee – Griffith Junee North Fork to Main South Line – Line Reinstatement: The business case has been completed and the detailed design and planning is underway.
(c)	Junee - Griffith Junee to Griffith – Intermediate Loops (approx. 2 loops): The business case has been completed and the detailed design and planning stage is underway.
	Orange – Dubbo Kerrs Creek – Crossing Loop: The business case has been completed.
(d)	Orange – Dubbo Maryvale – Crossing Loop: The business case has been completed and the project has moved to the construction stage.
(e)	Narrabri – Walgett Narrabri to Walgett – 25 TAL: The business case has been completed and the project has moved to the detail design and planning stage.
(f)	Narromine – Cobar Narromine – Inland Rail Connectivity: The business case is currently underway.
(g)	Narromine – Cobar Narromine to Nyngan – Line Upgrades 25 TAL and Narromine – Cobar Nyngan to Cobar – 25 TAL: The business case has been completed and the project has moved to detail design and planning stage.
(h)	Orange – Parkes Pinecliffe – Crossing Loop : The business case has been completed and the project has moved to construction stage.
(i)	Bowenfels – Orange Polona – Crossing Loop: The business case has been completed and the project has moved to construction stage.
(j)	Stockinbingal – Griffith Stockinbingal to Griffith – 25 TAL: The business case has been completed and the project has moved to detail design and planning stage.
(k)	Junee – Griffith Wumbugal – Siding : The business case has been completed and the project has moved to detail design and planning stage.

SQ 148: Regional Cities Service Improvement Program

148	What are the current completion dates for the following projects?
(a)	Albury – planning
(b)	Armidale – planning
(c)	Bathurst – planning
(d)	Coffs Harbour – planning
(e)	Dubbo – planning
(f)	Grafton – planning
(g)	Griffith – planning
(h)	Lismore – planning
(i)	Nowra-Bomaderry – planning
(j)	Orange – planning
(k)	Parkes – planning
(l)	Port Macquarie – planning

(m)	Queanbeyan – planning
(n)	Tamworth – planning

ANSWER

I am advised:

148	
(a) – (n)	This information is publicly available on the Transport for NSW website.

SQ 149: Freight Noise Attenuation Program

149	What was the total expenditure under the Freight Noise Attenuation Program
(a)	in Regional NSW
(i)	2018/19
(ii)	2019/20
(b)	How many Regional projects?

ANSWER

I am advised:

149	
(a)	
(i)	\$1.57 million expenditure in Regional NSW.
(ii)	\$1.21 million expenditure in Regional NSW.
(b)	Since the program commenced in 2015, noise reduction treatments have been installed at 392 homes in Regional NSW under the Freight Noise Attenuation Program.

SQ 150: Level Crossing Safety

150	How many Regional Level Crossing were closed in Regional NSW in 2019/20?
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ANSWER

I am advised:

150	This information is publicly available on the Transport for NSW website.
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SQ 151: Level Crossing Safety

151	How many Regional level Crossings were upgraded in 2019/20?
(a)	What was the cost of any projects?

ANSWER

I am advised:

151	This information is publicly available on the Transport for NSW website.
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SQ 152: L H Forde Bridge Dubbo

152	With regard to recent strengthening works on the LH Ford Bridge, Dubbo:
(a)	When did the works commence?
(b)	When were the works completed?
(c)	What is the final cost of the works?
(d)	Who conducted the works?
(e)	Did the works require new piers?
(f)	Are the piers failing?
(g)	Are there any other matters arising from the works undertaken or related to failures within the works themselves?

ANSWER

I am advised:

152	
(a)	Work commenced 3 December 2018.
(b)	The project was completed 29 May 2020.
(c)	Total cost of the works was \$8.9 million.
(d)	The contract was awarded to Freyssinet Australia Pty Ltd
(e)	LH Ford Bridge required two new piers to strengthen and support Higher Mass Limits vehicles.
(f)	The piers were not failing. Transport for NSW strengthened the LH Ford Bridge to extend its working life for at least another 50 years. The Bridge strengthening work included: 1. Constructing two new piers approximately 13 metres above water level. 2. Installing 600 metres of steel strands to the underside of the deck in three locations.
(g)	No.

SQ 153: River Street Bridge

153	With regard to the proposed River Street bridge project in Dubbo:
(a)	Has all drilling in River Street from the river up to Brisbane Street been completed?
(b)	Are there geological issue with the construction location of the bridge? If so, please

ANSWER

I am advised:

153	
(a)	No, drilling in this location is currently underway.
(i)	It is anticipated the works will be completed in June 2021 (weather dependant).
(b)	There are no known geological issues based on the information gathered to date. The outcome of the drilling will provide additional

	information to inform the detailed design of the bridge over the Macquarie River.
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SQ 154: 15,000 Km Road Reclassification

154	Considering the delay in announcing the first tranche of roads for reclassification under the 15K Road reclassification project if councils spend money on roads that are subsequently transferred to the state government will councils be reimbursed on that expenditure so that it can then expended on local roads?
(a)	If the answer is yes to the above question, how will this occur?
(b)	What will the timeframe be for the reimbursement process?

ANSWER

I am advised:

154	<p>The Independent Panel recently submitted its interim report with priority recommendations for the transfer of roads from council to state ownership to the Minister.</p> <p>The report and its recommendations will now be considered by the NSW Government. Announcements will be made in relation to specific transfers.</p> <p>Until such time as ownership of a road is transferred from council to the state government, responsibility for that road, including funding any maintenance and capital works, remain with council.</p> <p>To assist councils in this, the NSW Government provides a variety of funding programs for the maintenance and upgrade of local roads, which includes recurrent maintenance funding and merit-based grant funding for capital works upgrades.</p>
(a)	Not applicable
(b)	Not applicable

SQ 155: Newell Highway

155	Has there been a need to reconstruct the southbound overtaking lane coming into Parkes?
(a)	If so, why?
(b)	How many occasions has the overtaking lane required reconstruction or repair since initial completion of the work?
(c)	How much funding has been expended on repairing the reconstruction of this overtaking lane since initial reconstruction was completed?

ANSWER

I am advised:

155	
(a)	I refer you to the answer provided in the hearing.
(b)	n/a
(c)	n/a

SQ 156: Newell Highway

156	With regard to repairs and reconstruction of the flood damaged road between West Wyalong and Forbes:
(a)	What was the final cost of these repairs?
(b)	Has there been need to undertake subsequent rehabilitation or repairs of this work since the completion of the initial reconstruction?
(c)	If so, what is the total cost of repairs and rehabilitation of these flood repairs and reconstruction since the works were initially completed? Please list by financial year.

ANSWER

I am advised:

156	
(a)	\$1 million was spent in 2016-17 on repairs and rehabilitation work. The heavy patching repair works undertaken in 2016 lasted several years, with additional patching required on the damaged section being warranted in recent financial years with the underlying damage of the floods on the pavement now appearing.
(b)	Transport for NSW has been undertaking additional repairs beyond the normal routine maintenance repairs on sections of the Newell Highway affected by flooding in 2016.
(c)	The NSW Government has spent a total of \$863,616 to carry out heavy patching repair works on the Newell Highway between Forbes and West Wyalong since 2016.

SQ 157: Newell Highway

157	What is the expenditure for each of the last four financial years on repairing overtaking lanes between West Wyalong and Forbes?
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ANSWER

I am advised:

157	In January 2021, pavement repair and sealing works were carried out to address minor pavement failures and potholes, as well as smoothing the transition on the longitudinal joint between the existing lane and new lane, in a few locations. The cost of the repairs is approximately \$45,000.
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SQ 158: Employees

158	Minister, for each department, agency, State-owned corporation or other body, and for each division of those bodies, if any, in your portfolio:
(a)	What is the gender pay gap, both generally and across those employees in SEB or SEB-equivalent bands?
(b)	What is the highest remuneration for female employees– both generally and for SEB/SEB-equivalent employees?
(c)	What is the lowest pay received by female employees – both generally and for SEB/SEB-equivalent employees?
(d)	What is the average remuneration received by female employees – both generally and for SEB/SEB-equivalent employees?
(e)	What is the highest remuneration for male employees– both generally and for SEB/SEB-equivalent employees?
(f)	What is the lowest pay received by male employees – both generally and for SEB/SEB-equivalent employees?
(g)	What is the average remuneration received by male employees – both generally and for SEB/SEB-equivalent employees?
(h)	How many female and how many male SEB or SEB-equivalent employees are there?
(i)	What is the highest number of direct reports to female SEB or SEB-equivalent employees?
(j)	What is the lowest number of direct reports to female SEB or SEB-equivalent employees?
(k)	What is the average number of direct reports to female SEB or SEB-equivalent employees?
(l)	What is the highest number of direct reports to male SEB or SEB-equivalent employees?
(m)	What is the lowest number of direct reports to male SEB or SEB-equivalent employees?
(n)	What is the average number of direct reports to male SEB or SEB-equivalent employees?
(o)	What is the highest number of staff managed by female SEB or SEB-equivalent employees?
(p)	What is the lowest number of number of staff managed by female SEB or SEB-equivalent employees?
(q)	What is the average number of number of staff managed by female SEB or SEB-equivalent employees?
(r)	What is the highest number of staff managed by male SEB or SEB-equivalent employees?
(s)	What is the lowest number of number of staff managed by male SEB or SEB-equivalent employees?
(t)	What is the average number of number of staff managed by male SEB or SEB-equivalent employees?
(u)	In providing answers to questions (a) to (t), please provide the information for each SEB band or band equivalent.
(v)	What steps are you taking to eliminate the gender pay gap?
(w)	What timeframe have you set to eliminate the gender pay gap?

ANSWER

I am advised:

158	<p>Information relating to staff salaries is publicly available within agencies' annual reports. This is publicly available on the Transport for NSW website.</p> <p>The Public Service Commission also publishes regular information pertaining to salaries across Government, most recently in the April release of the State of the NSW Public Sector Report for 2020. This includes female representation across the public sector by grade. Transport complies with the NSW Government remuneration framework.</p> <p>Transport is committed to increasing female representation in leadership roles, and for the past four years has seen a year on year growth in working towards to the Premier's Priority for a World Class Public Service which includes a target that 50 per cent of senior leadership roles will be held by women by 2025.</p>
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SQ 159: Employees

159	Cluster Secretary- for each department, agency, State-owned corporation or other body, and for each division of those bodies, if any, in your Cluster:
(a)	What is the gender pay gap, both generally and across those employees in SEB or SEB-equivalent bands?
(b)	What is the highest remuneration for female employees– both generally and for SEB/SEB-equivalent employees?
(c)	What is the lowest pay received by female employees – both generally and for SEB/SEB-equivalent employees?
(d)	What is the average remuneration received by female employees – both generally and for SEB/SEB-equivalent employees?
(e)	What is the highest remuneration for male employees– both generally and for SEB/SEB-equivalent employees?
(f)	What is the lowest pay received by male employees – both generally and for SEB/SEB-equivalent employees?
(g)	What is the average remuneration received by male employees – both generally and for SEB/SEB-equivalent employees?
(h)	How many female and how many male SEB or SEB-equivalent employees are there?
(i)	What is the highest number of direct reports to female SEB or SEB-equivalent employees?
(j)	What is the lowest number of direct reports to female SEB or SEB-equivalent employees?
(k)	What is the average number of direct reports to female SEB or SEB-equivalent employees?
(l)	What is the highest number of direct reports to male SEB or SEB-equivalent employees?

(m)	What is the lowest number of direct reports to male SEB or SEB-equivalent employees?
(n)	What is the average number of direct reports to male SEB or SEB-equivalent employees?
(o)	What is the highest number of staff managed by female SEB or SEB-equivalent employees?
(p)	What is the lowest number of number of staff managed by female SEB or SEB equivalent employees?
(q)	What is the average number of number of staff managed by female SEB or SEB equivalent employees?
(r)	What is the highest number of staff managed by male SEB or SEB-equivalent employees?
(s)	What is the lowest number of number of staff managed by male SEB or SEB equivalent employees?
(t)	What is the average number of number of staff managed by male SEB or SEB equivalent employees?
(u)	In providing answers to questions (a) to (t), please provide the information for each SEB band or band equivalent.
(v)	What steps are you taking to eliminate the gender pay gap?

ANSWER

I am advised:

159	I refer you to the answer to Supplementary Question 158.
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SQ 160: Local Government/ Grants

160	As the peak industry body, why wasn't Local Government NSW consulted by Deloitte as part of its report?
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ANSWER

I am advised:

160	Transport for NSW cannot answer on behalf of the consultant in relation to the manner in which it prepared the report.
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SQ 161: Local Government/ Grants

161	Why was the review into Regional Road Block Grants and the REPAIR program initiated?
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ANSWER

I am advised:

161	It is commonplace for Transport for NSW to commission external advice on its programs on a regular basis to ensure that they continue to operate effectively and are fit for purpose.
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SQ 162: Local Government/ Grants

162	Will the Minister commit to consulting with LGNSW and the local government sector prior to any elements of the Deloitte review being acted upon?
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ANSWER

I am advised:

162	The NSW Government has no plan to reform or remove the Block and REPAIR grant programs. We are committed to supporting local councils in the management of their regional road infrastructure.
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SQ 163: Local Government/ Grants

163	Will the Minister commit that no councils will be left worse off as a result of any changes to Regional Road Block Grants and the REPAIR program?
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ANSWER

I am advised:

163	I refer you to the answer to Supplementary Question 162.
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SQ 164: Local Government/ Grants

164	Does the government accept that both programs are vital to councils, local employment and the maintenance of the local road network?
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ANSWER

I am advised:

164	I refer you to the answer to Supplementary Question 162.
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SQ 165: Local Government/ Grants

165	Will the Minister commit to ensuring that Road Maintenance Contracts remain with councils?
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ANSWER

I am advised:

165	The NSW Government is committed to supporting local councils in the management of their regional road infrastructure.
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