

SQ001 Active Transport Infrastructure Budget 2020-2021

1. What of the \$162,337,000 expended in the 2020-2021 State Budget to 30 June 2021, was spent on:
 - (a) The construction of new infrastructure for people who ride or walk?
 - (b) The maintenance of existing infrastructure for people who ride or walk?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ002 Active Transport Infrastructure Budget 2020-2021

2. Of the total amount of funding expended up to 30 June 2021 for new infrastructure for people who ride or walk, what proportion was expended on projects in:
 - (a) Central West and Orana?
 - (b) Far West?
 - (c) New England?
 - (d) North West?
 - (e) Newcastle and the Hunter?
 - (f) North Coast?
 - (g) Riverina Murray?
 - (h) South East and Tablelands?
 - (i) Wollongong and the Illawarra?
 - (j) Greater Sydney?
 - (k) Western Sydney?
 - (l) The Blue Mountains?
 - (m) The Central Coast?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project location.

SQ003 Active Transport Infrastructure Budget 2021-2022

3. With respect to the 2021-2022 State Budget:
 - (a) What is the total amount of funding in the 2021-2022 State Budget for new infrastructure for people who ride or walk?
 - (b) What are the individual projects for new infrastructure for people who ride or walk and that is the total amount allocated to each project in the 2021-2022 State Budget?
 - (c) Of the projects listed in 3(c), what projects form part of the Principal Bike Network?
 - (d) What specific projects have been funded as part of the \$30.7 million committed under the NSW Cycling Infrastructure Initiative since the 2020-2021 Budget?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In

2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ004 Active Transport Infrastructure Budget 2021-2022

4. Of the total amount of funding allocated in the 2021-2022 State Budget for new infrastructure for people who ride or walk, what proportion is for projects in the following regions:
 - (a) Central West and Orana?
 - (b) Far West?
 - (c) Far West?
 - (d) New England?
 - (e) North West?
 - (f) Newcastle and the Hunter?
 - (g) North Coast?
 - (h) Riverina Murray?
 - (i) South East and Tablelands?
 - (j) Wollongong and the Illawarra?
 - (k) Greater Sydney?
 - (l) Western Sydney?
 - (m) The Blue Mountains?
 - (n) The Central Coast?
 - (o) The construction of new infrastructure for people who ride or walk?
 - (p) The maintenance of existing infrastructure for people who ride or walk?
 - i. WestConnex M4-M5 Link?
 - ii. Northconnex?
 - iii. Western Harbour Tunnel and Beaches Link?
 - iv. Pacific Highway Upgrade?
 - v. Princes Highway Upgrade?
 - vi. Parramatta Light Rail?
 - vii. Sydney Gateway Project?
 - viii. Sydney Metro City and South West?
 - ix. Sydney Metro West?

x. Warringah Freeway Upgrade?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ005 Active Transport Infrastructure Budget 2021-2022

5. Of the total amount of funding allocated to active transport infrastructure in the 2021-2022 State Budget:
 - (a) What proportion is not part of existing funding for a major project?
 - (b) What infrastructure for people who ride or walk are included in the following major projects:
 - i. WestConnex M4-M5 Link?
 - ii. Northconnex?
 - iii. Western Harbour Tunnel and Beaches Link?
 - iv. Pacific Highway Upgrade?
 - v. Princes Highway Upgrade?
 - vi. Parramatta Light Rail?
 - vii. Sydney Gateway Project?
 - viii. Sydney Metro City and South West?
 - ix. Sydney Metro West?
 - x. Warringah Freeway Upgrade?
 - (c) Of the total project budgets for each of the following major projects, what is the total amount of funding allocated for infrastructure for people who ride or walk:

- i. WestConnex M4-M5 Link?
 - ii. Northconnex?
 - iii. Western Harbour Tunnel and Beaches Link?
 - iv. Pacific Highway Upgrade?
 - v. Princes Highway Upgrade?
 - vi. Parramatta Light Rail?
 - vii. Sydney Gateway Project?
 - viii. Sydney Metro City and South West?
 - ix. Sydney Metro West?
 - x. Warringah Freeway Upgrade?
- (d) What is the total amount of funding allocated in 2020-2021 for infrastructure for people who ride or walk as part of the following projects:
- i. WestConnex M4-M5 Link?
 - ii. Northconnex?
 - iii. Western Harbour Tunnel and Beaches Link?
 - iv. Pacific Highway Upgrade?
 - v. Princes Highway Upgrade?
 - vi. Parramatta Light Rail?
 - vii. Sydney Gateway Project?
 - viii. Sydney Metro City and South West?
 - ix. Sydney Metro West?
 - x. Warringah Freeway Upgrade?
- (e) What is the total amount of funding allocated in 2021-2022 for infrastructure for people who ride or walk as part of the following projects:
- i. WestConnex M4-M5 Link?
 - ii. Northconnex?
 - iii. Western Harbour Tunnel and Beaches Link?
 - iv. Pacific Highway Upgrade?
 - v. Princes Highway Upgrade?
 - vi. Parramatta Light Rail?
 - vii. Sydney Gateway Project?
 - viii. Sydney Metro City and South West?
 - ix. Sydney Metro West?
 - x. Warringah Freeway Upgrade?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury, Transport for NSW and Sydney Metro websites.

SQ006 Active Transport Infrastructure Budget 2021-2022

6. With respect to the Sydney Growth Trains Project:
- (a) What provisions, infrastructure or initiatives are being made to increase mode share between rail and active transport?
 - (b) What is the total amount of funding allocated to provisions, infrastructure or initiatives to increase mode share between rail and active transport in the 2021-2022 State Budget?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ007 Active Transport: Bike sheds and lockers

7. With respect to bike sheds and lockers across NSW:
- (a) How many new bike sheds were constructed at Transport for NSW transport hubs in 2020-2021?
 - (b) How many new bike sheds does Transport for NSW propose to construct in 2021-2022?
 - (c) How many bike locker keys have been signed out to commuters in 2019-2020 and to date in 2021-2022?

ANSWER

I am advised:

(a) Information regarding bike sheds is publicly available on the Transport for NSW and Transport Info websites.

(b) Information regarding the NSW Government's commitment to Active Transport is publicly available on the NSW Treasury and Transport for NSW websites.

A bike shed at Sydenham in the southern plaza is due to open Q2, 2022 and a new-style of bike shelter is under consideration for trial, before any wider deployment.

(c) 2019-2020: 1,227 lockers were hired in 2019/2020.

2020-2021: 976 lockers were hired in 2020/2021.

2021-2022: 172 lockers were hired in 2021/2022 (01/07/21 to 16/09/21).

SQ008 Active Transport: Bus, train and light rail safety

8. What specific initiatives has Transport for NSW introduced in the past two financial years to improve pedestrian and cyclist safety around buses in NSW?
- (a) What was the total amount expended in 2020-2021 on these initiatives?
 - (b) What is the total amount allocated in 2021-2022 towards these initiatives?
 - (c) How many accidents have been recorded in 2020-2021 and 2021-2022 (to date) where pedestrians, cyclists and buses have come into conflict?

ANSWER

I am advised:

Transport for NSW established a *Safety Around School Buses Working Group* in mid-2020, focused on improving the safety of child pedestrians in the vicinity of school buses.

The working group has completed detailed analysis of this crash problem, and TfNSW has boosted school bus safety communications from Term 1, 2021, and developed and released a package of safety videos for school bus drivers and operators servicing informal school bus stops in rural and regional areas.

Our annual 'Be Bus Aware' campaign targets all road users to highlight how to stay safe on and around buses and help reduce injuries and lives lost.

The bus flashing lights campaign also runs at the start of each school term to warn motorists that children are around the bus and drivers must slow down to 40km/h.

In 2016, the 'Look out before you step out' campaign was also launched which includes pavement markings to remind pedestrians crossing the road to be aware of their surroundings and to look both ways before crossing.

We work to ensure buses transporting students are as safe as possible – which is why we have retrofitted more than 500 buses in our drive to ensure all school buses in regional NSW are equipped with seatbelts.

Transport for NSW has also recently received the results of an international Request for Information on technology that could reduce the risk to child pedestrians boarding or alighting from a school bus – and is presently working to review identified technologies.

Work is also continuing to scope an infrastructure program on school bus routes, and to improve crash investigation processes to ensure that all learnings are captured in the event that these crashes occur. These initiatives have been delivered within existing budgets – the safety videos expenditure in 2020-21 was \$30,000.

For the financial year 2020-2021 there were 15 crashes involving a pedestrian and a bus reported to NSW Police on NSW roads. There were four crashes involving a cyclist and a bus reported to Police on NSW roads for the financial year 2020-2021.*

*Crash records for 2020 and 2021 are preliminary and subject to change.

There have been no crashes involving a pedestrian or cyclist and a bus reported to the NSW Police Force on a NSW roads for the financial year 2021-2022. There is approximately a six month delay in the reporting of injury crashes in NSW.

SQ009 Active Transport: Bus, train and light rail safety

9. What specific initiatives has Transport for NSW introduced in the past two financial years to improve mode share between buses and active transport in NSW?
- (a) What was the total amount spent in 2020-2021 on these initiatives?
- (b) What is the total amount allocated in 2021-2022 towards these initiatives?

ANSWER

I am advised:

The NSW Government continues to encourage people to walk and cycle as part of their everyday commute.

By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel. Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Additionally, under the Transport Access Program, Transport for NSW has built 24 bike sheds since 2016. Eleven of these were delivered from 2018 onwards at Schofields, Penrith, Macarthur, Mt Druitt, Sutherland, Ashfield, Epping, Green Square, Rhodes, Emu Plains and Redfern stations. This program also provided a bike shelter at Eastwood Station. In addition, bike lockers were provided at Warriewood, Manly Vale and Brookvale, as part of the B-Line program, and secure bike facilities at Kingsford, for CBD South East Light Rail customers. Eight bike sheds were also delivered by Sydney Metro.

An additional \$112 million was announced for the Transport Access Program in November 2020, to progress a further 5 Station upgrades as part of the 2020-21 NSW Budget. This is in addition to the \$885 million allocated in the 2019-20 NSW Budget.

Bike sheds and lockers provide a safe and secure bike storage option for commuters who are cycling to connect to public transport, including buses and trains.

Transport for NSW is committed to continuing to investigate further initiatives to assist multi-modal customer travel.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ010 Active Transport: Bus, train and light rail safety

10. What specific initiatives has Transport for NSW introduced in the past two financial years to improve pedestrian and cyclist safety around trains in NSW?
 - (a) What was the total amount expended in 2020-2021 on these initiatives?
 - (b) What is the total amount allocated in 2021-2022 towards these initiatives?
 - (c) How many accidents have been recorded in 2020-2021 and 2021-2022 (to date) where pedestrians, cyclists and trains have come into conflict?

ANSWER

I am advised:

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

More information about the Transport Access Program is publicly available on the Transport for NSW website.

As at 16 September 2021, there were no crashes involving a pedestrian or cyclist and a train reported to the NSW Police Force. There have been no crashes involving a pedestrian or cyclist and a train reported to the NSW Police Force for the financial year 2021-2022.

SQ011 Active Transport: Bus, train and light rail safety

11. What specific initiatives has Transport for NSW introduced in the past two financial years to improve mode share between trains and active transport in NSW?
 - (a) What was the total amount spent in 2020-2021 on these initiatives?
 - (b) What is the total amount allocated in 2021-2022 towards these initiatives?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 9.

SQ012 Active Transport: Bus, train and light rail safety

12. What specific initiatives has Transport for NSW introduced in the past two financial years to improve pedestrian and cyclist safety around light rail in NSW?
 - (a) What was the total amount expended in 2020-2021 on these initiatives?

- (b) What is the total amount allocated in 2021-2022 towards these initiatives?
- (c) How many accidents have been recorded in 2020-2021 and 2021-2022 (to date) where pedestrians, cyclists and buses have come into conflict?

ANSWER

I am advised:

Transport for NSW has introduced the following initiatives:

(a) Transport for NSW has implemented an integrated safety campaign since March 2018, to support safe interaction with light rail. Transport for NSW 'Play it Safe around Light Rail' safety campaign, which ran from July 2019 through to August 2020, aimed to educate all roads users - pedestrians, cyclists and motorists - about safe interaction with trams along the CBD and South East Light Rail.

In the 2020-21 financial year, Transport for NSW spent almost \$400,000 on safety campaigns for the CBD and South East Light Rail. In 2020-21, \$73,700 has been expended on these initiatives for Newcastle Light Rail.

(b) In response to the 2019 'Review of Road Safety: Cyclist interaction within the mixed running alignment, Newcastle Light Rail' Transport for NSW has carried out a public expression of interest to identify an innovative solution to remove or reduce the risk of cyclist wheels being trapped in tram tracks.

Transport for NSW continues to progress this initiative and is working with the operators of Newcastle and Sydney light rail networks and three manufacturers to trial and assess successful products identified during the initial expression of interest. Transport for NSW has budgeted \$100,000 towards this trial in the 2021-22 financial year.

The trial will initially be carried out in low speed, controlled environments not accessible by the public to assess the impact on tram operations and safety. It is anticipated that at least two of the products will be installed and commence testing in October 2021. Once the initial trial is completed, the results will be analysed to determine if the trials can proceed to the next stage.

In 2021-22, \$300,000 has been allocated to complete the shared cycleway in Newcastle being constructed by Council.

(c) As at 16 September 2021, there were no crashes involving a pedestrian and light rail reported to the NSW Police Force on NSW roads for the financial year 2020-21.

There was one crash involving a cyclist and light rail reported to the NSW Police Force on NSW roads for the financial year 2020-21.

There have been no crashes involving a pedestrian or cyclist and light rail reported to the NSW Police Force on NSW roads so far for the financial year 2021-22.

SQ013 Active Transport: Bus, train and light rail safety

13. What specific initiatives has Transport for NSW introduced in the past two financial years to improve mode share between light rail and active transport in NSW?

(a) What was the total amount spent in 2020-2021 on these initiatives?

(b) What is the total amount allocated in 2021-2022 towards these initiatives?

ANSWER

I am advised:

The NSW government is investing approximately \$710 million into walking and cycling infrastructure over the next four years.

The Walking and Cycling Program has funded improve cycleway and pedestrian connectivity along Chalmers Street and to the light rail stop near Central Station and the Alfred Street Cycleway in Parramatta, to improve cycleway connectivity to proposed Parramatta Light Rail stops.

Transport for NSW and Centennial Parklands have worked together on the Kensington Pond Footbridge's reinstatement, which opened in 2021. In early 2021, the High Street Cycleway in Randwick was opened and improves cycling connectivity to the L2 and L3 lines.

The NSW Government contributed \$7.2 million to the Inner West Greenway Project which provides improved cycleway and pedestrian connectivity to Light Rail stops.

The Centennial Park to Kingsford via Doncaster Avenue Cycleway was announced to reallocate road space and provide separate cycle facilities away from the general traffic lanes. This is due to open late 2022 and will provide improved connectivity to the L2 Line.

SQ014 Active Transport: COVID-19 participation and advertising

14. What was the total amount expended in the 2020-2021 financial year on advertising and education campaigns to encourage more people to walk or ride?

(a) What proportion is allocated to campaigns encouraging people to walk?

(b) What proportion is allocated to campaigns encouraging people to cycle?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW website.

SQ015 Active Transport: COVID-19 participation and advertising

15. What is the total amount allocated in the 2021-2022 financial year on advertising and education campaigns to encourage more people to walk or ride?
- (a) What proportion is allocated to campaigns encouraging people to walk?
 - (b) What proportion is allocated to campaigns encouraging people to cycle?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW website.

SQ016 Active Transport: COVID-19 participation and advertising

16. To date, in this financial year, what has been the total amount expended on advertising and education campaigns to encourage more people to walk or ride?

- (a) What proportion has been spent on campaigns encouraging people to walk?
- (b) What proportion has been spent on campaigns encouraging people to cycle?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW website.

SQ017 Active Transport: COVID-19 participation and advertising

17. Of the total amount budgeted in 2021-2022 for advertising and education campaigns encouraging more people to ride or walk, how much finding is allocated to advertisements via:

- (a) Newspapers?
- (b) Commercial television?
- (c) Commercial radio?
- (d) Facebook?
- (e) Instagram?
- (f) Twitter?
- (g) Youtube?
- (h) Other?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW website.

SQ018 Active Transport: COVID-19 participation and advertising

18. Of the total amount allocated in 2021-2022 on web-based advertising and social media encouraging more people to ride or walk, what is the total amount allocated for the following regions:
- (a) Central West and Orana?
 - (b) Far West?
 - (c) New England
 - (d) North West?
 - (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:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Transport for NSW regularly undertakes a range of advertising campaigns in relation to walking and cycling. Further information is available on the Transport for NSW website.

SQ019 Active Transport: COVID-19 participation and advertising

19. With respect to active transport participation:
- (a) How is Transport for NSW recording any changes to the rates of people choosing to ride or walk during the COVID-19 pandemic?

- (b) How many more people are choosing to ride or walk during the COVID-19 pandemic?
- (c) How many more people are choosing to ride or walk during the Delta outbreak and lockdown compared to the lockdown of 2020?

ANSWER

I am advised:

- (a) Transport for NSW uses data from several sources to monitor the increase of riding, including bicycle counters and big data. For example, Bicycle counters are installed on existing cycleways across Greater Sydney.
- (b) From research conducted in March 2021, there are positive signs that cycling has increased in Greater Sydney by 2.6 per cent in the past five months. This increase was underpinned by a significant increase in bike riders – 23 per cent in March 2021 vs. 16 per cent in October 2020.
- (c) There has been no noticeable difference between walking and riding levels between the two lockdowns.

SQ020 Active Transport: COVID-19 Delta outbreak

- 20. Is Transport for NSW undertaking planning to facilitate any expected uptake in active transport as workers return to the Sydney CBD following the Delta outbreak and lockdown?
 - (a) If so, what planning has been undertaken?
 - (b) How many additional cyclists and pedestrians does the NSW Government anticipate?
 - (c) How is the NSW Government specifically working to enhance safety for pedestrians and cyclists as they will return to work?
 - (d) What funding has been allocated to facilitate the additional number of people riding or walking when lockdown restrictions are lifted?

ANSWER

I am advised:

- 20. Yes.
 - (a) Transport for NSW will soon launch the 2022-2023 Walking & Cycling Grants Program to support councils in delivering additional walking and cycling infrastructure. Transport for NSW continues to ensure Active Transport infrastructure is in-scope of all its major projects.
 - (b) From research conducted in March 2021, there have been positive signs that cycling has increased in Greater Sydney by 2.6 per cent in the past five months. This increase was underpinned by a significant increase in bike riders – 23 per cent in March 2021 versus 16 per cent in October 2020.

- (c) The Federal Roads Safety Program is a stimulus program funded on a 50:50 basis between the NSW Government and the Federal Government. Development and delivery of projects has started in Greater Sydney. The objectives of the program are to increase protection for vulnerable road users in urban/peri-urban areas. The program includes initiatives to improve road safety, including traffic signal upgrades, safety fencing and barrier systems and new cycleways. Under the program, funding is also being offered to local government for safety improvements on local roads and around schools.
- (d) Transport for NSW is working with other state agencies to stimulate safe movement of people when lockdown restrictions are lifted.

SQ021 Active Transport: COVID-19 Delta outbreak

21. With respect to pop-up cycleways:
- (a) How many pop-up cycleways are being planned by Transport for NSW as part of its response to the current COVID-19 Delta outbreak?
- (b) What is the total amount of funding allocated in the 2021-2022 State Budget to construct new pop-up cycleways in response to the COVID-19 Delta outbreak?
- (c) Where will new pop-up cycleways be constructed?
- (d) Will Transport for NSW again provide funding for local councils to conduct the design, consultation and construction of pop-up cycle ways?

ANSWER

I am advised:

Transport for NSW continues to fund local councils through the Walking & Cycling Annual Grants Program. While there is no current plan to specifically fund pop-up cycle ways, Transport for NSW is working with local councils to make key temporary pop-up cycleways permanent, subject to community consultation.

SQ022 Active Transport: COVID-19 Delta outbreak

22. Is Transport for NSW planning to provide parks, show-grounds and public spaces as temporary park and ride facilities as workers return to the Sydney CBD, as was the case in previous years?
- (a) If so, what parks, show-grounds and public spaces?
- (b) When will these become available?
- (c) What funding has been allocated to enable this measure?

ANSWER

I am advised:

No.

SQ023 Active Transport: COVID-19 Delta outbreak

23. Has Transport for NSW expanded the automated pedestrian crossing program that was initiated during the 2020 COVID-19 outbreak during the current Delta outbreak?

ANSWER

I am advised:

This information is publicly available on the Transport for NSW website.

SQ024 Active Transport: COVID-19 Delta outbreak

24. What initiatives is Transport for NSW implementing to keep pedestrians safe from COVID-19 during the COVID-19 Delta outbreak?

ANSWER

I am advised:

The NSW Government has announced a number of initiatives as part of the Safer Roads program to provide more options to safely walk and cycle between key locations. While some of these were a direct result of COVID-19 outbreak, they have a much wider impact on pedestrian safety overall, Some of these initiatives include:

- Pedestrian improvements at traffic signals to reduce queuing and improve walking experience:
 - Automated (contactless) pedestrian crossings in the Sydney CBD, around hospital campuses and key centres
 - Increased pedestrian crossing time at intersections in the Sydney CBD, with progressive roll-out planned for other key centres
- Road speed limits reduced to improve real and perceived pedestrian safety:
 - 30km/h speed zone implemented in Liverpool CBD, Manly, Lennox Head and parts of Newcastle.
 - 40km/h speed zones across multiple areas in City of Sydney, including along each popup cycleway.

The NSW Government has partnered with councils on a number of programs:

- AI Fresco program: City of Sydney has partnered with on this program. The program has cut red-tape to enable the reallocation of road space to significantly expand outdoor dining while maintaining safe pedestrian movement.
- Streets as Shared Spaces and Your High Street programs: Sixty seven councils have been partnered with on these programs, delivering pedestrian safety improvements, such as widening footpaths and reduced traffic volume and speed, at multiple locations across NSW. Some locations include:

- The Strand, Dee Why
- Formosa Street and Church Street, Drummoyne.

The Federal Roads Safety Program is a stimulus program funded on a 50:50 basis between the NSW Government and the Federal Government. Development and delivery of projects has started in Greater Sydney. The objectives of the program are to increase protection for vulnerable road users in urban/peri-urban areas. The program includes initiatives to improve road safety, including traffic signal upgrades, safety fencing and barrier systems and new cycleways. Under the program, funding is also being offered to local government for safety improvements on local roads and around schools.

SQ025 Active Transport: COVID-19 Delta outbreak

25. What input or planning has Transport for NSW had in planning for additional road safety around schools when face-to-face teaching resumes in early November?

ANSWER

I am advised:

School zones and road safety treatments have remained in effect on NSW school days throughout the period of stay-at-home orders, and will continue to be in place on school days throughout the remainder of 2021.

School Crossing Supervisors will continue to work on publicly notified school days.

SQ026 Active Transport: COVID-19 Delta outbreak

26. What measures has Transport for NSW proposed to ensure children, parents and guardians, and teachers remain safe from both COVID-19 and from additional road safety risks when schools return?

ANSWER

I am advised:

Children's road safety is a focus of working towards zero, and the NSW Government has implemented a safe system within NSW school zones, where a maximum 40km/h speed limit applies and high visibility safety treatments like signage, road markings, school crossing supervisors and flashing lights are in place.

Schools have remained open on school days throughout the period of stay-at-home orders, and school zones and safety treatments have remained in effect on NSW school days.

School Crossing Supervisors have continued to operate throughout COVID-19, and while working, they are required to wear face masks and follow social distancing protocols.

To help keep children safe, the NSW Government has ensured that every school in NSW has at least one set of school zone flashing lights. Over 6,500 school zone flashing lights are now in place across NSW to warn motorists when they enter a school zone. The Government is continuing to improve school zone safety, and has committed \$18.5 million to provide 300 additional School Crossing Supervisors over this term of government.

SQ027 Active Transport: COVID-19 Delta outbreak

27. What did Transport for NSW learn from the return to school when schools resumed after the first wave return to school in 2020?

ANSWER

I am advised:

When schools resumed after the first wave of COVID-19, Transport for NSW observed a marked decrease in the use of public transport by school students and an increase in students being driven to school.

The NSW Government is committed to delivering road safety infrastructure around schools. This includes road safety education, School Crossing Supervisors and the installation, maintenance and relocation of school flashing lights.

SQ028 Active Transport: Cycling accidents and hospitalisations

28. With respect to cycling accidents:
- (a) How many cyclists were injured in road accidents in 2020-2021?
 - (b) How many cyclists have been injured in road accidents in 2021-2022 (to date)?
 - (c) How many of the accidents in 2020-2021 were reported by cyclists?
 - (d) How many of these accidents in 2020-2021 were the result of motorists not adhering to the metre matter rule?
 - (e) How many cyclists were been hospitalised in 2020-2021 due to road injuries involving motor vehicles?

ANSWER

I am advised:

- (a) There were 718 cyclists injured in crashes reported to Police on NSW roads for the financial year 2020-2021*
- (b) There has been 1 cyclist injured in crashes reported to Police on NSW roads for the financial year 2021-2022*
- (c) This is a matter for the Minister for Police and Emergency Services.
- (d) This is a matter for the Minister for Police and Emergency Services.
- (e) There were 206 cyclists admitted to hospital and recorded as being in crashes involving a motor vehicle in the period July to December 2020*

* 2020 and 2021 data is subject to change. Non-fatal crash data typically has a reporting lag. Hospitalisation admission data is only available up to 31 December 2020.

SQ029 Active Transport: Cycling accidents and hospitalisations

29. With respect to pedestrian accidents:
- (a) How many pedestrians were injured in road accidents in 2020-2021?
 - (b) How many pedestrians have been injured in road accidents in 2021-2022 (to date)?
 - (c) How many of the accidents in 2020-2021 were reported by pedestrians?
 - (d) How many of these accidents in 2020-2021 were the result of collisions with cyclists?
 - (e) How many pedestrians were been hospitalised in 2020-2021 due to road injuries involving motor vehicles

ANSWER

I am advised:

- (a) There were 901 pedestrians injured in crashes reported to the NSW Police Force on a NSW road for the financial year 2020-2021.*
- (b) There have been three pedestrians injured in crashes reported to the NSW Police Force on a NSW road for the financial year 2021-2022.*
- (c) This is a matter for the Minister for Police and Emergency Services.
- (d) There were eight pedestrians injured in crashes involving a cyclist reported to the NSW Police Force on a NSW road for the financial year 2020-2021.*
- (e) There were 422 pedestrians admitted to hospital who reported being in crashes involving a motor vehicle for period July to December 2020.*

* 2020 and 2021 data is subject to change. Non-fatal crash data typically has a reporting lag. Hospitalisation admission data is only available up to 31 December 2020.

SQ030 Active Transport: Cycling accidents and hospitalisations

30. How many cyclists and pedestrians were injured and hospitalised following accidents with a motor vehicle where the motor vehicle was travelling at 30km/hr or less? What proportion of the total number of accidents and hospitalisations of cyclists and pedestrians did this account for?

ANSWER

I am advised:

In the 2020-21 financial year, 266 cyclists were injured in crashes involving a motor vehicle travelling at 30 km/h or less reported to the NSW Police Force as occurring on NSW roads .*54 of these cyclists were identified as seriously injured (requiring hospitalisation).

In the 2020-21 financial year, 37 per cent of all police reported cyclist injuries and 43 per cent of all police reported cyclist serious injuries resulted from crashes involving a motor vehicle travelling at 30 km/h or less.

In the 2020-21 financial year, 389 pedestrians were injured in crashes involving a motor vehicle travelling at 30 km/h or less reported to the NSW Police Force as occurring on NSW roads.95 of these pedestrians were identified as seriously injured (requiring hospitalisation).

In the 2020-21 financial year, 44 per cent of all police reported pedestrian injuries and 43 per cent of all police reported pedestrian serious injuries were from crashes involving a motor vehicle travelling at 30 km/h or less.

*This data is correct as at 16 September 2021. The Centre for Road Safety reports on crashes recorded by the NSW Police Force, in which at least one person was killed or injured, or in which at least one motor vehicle was towed away. Serious injury data, which includes both police and health reported hospitalisation, is only available to December 2020. 2020 and 2021 data is subject to change. Non-fatal crash data typically has a reporting lag. Hospitalisation admission data is only available up to 31 December 2020.

SQ031 Active Transport: Great Western Highway Upgrade

31. What actions have Transport for taken to protect cyclist safety at Faulconbridge on the Great Western Highway?

ANSWER

I am advised:

In November 2020, Transport for NSW directed contractors to correct a hazard created by incomplete surfacing work to the edge of the road. The completed resealing improves the road surface for cyclists.

Transport for NSW also met with cycling representatives on site and discussed possible safety improvements for the corner. This led to vegetation being trimmed to vastly improve sight lines for drivers and cyclists.

Transport for NSW also received funding under the Federal stimulus road safety program to widen the shoulder at Faulconbridge. The proposed widening is supported by both Blue Mountains City Council and the Blue Mountains Cycling Safety Forum.

The design includes a widened 2.5 metre shoulder and clearing of vegetation to improve sightlines for westbound traffic approaching the corner.

Work is scheduled to commence in February 2022 and to be completed by mid-2022.

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 and active transport links on the Highway.

SQ032 Active Transport: Great Western Highway Upgrade

32. What specific initiatives have been proposed to improve cyclist and pedestrian safety at Faulconbridge between Metro Petroleum and Todarellos Fruit House on the Great Western Highway?

ANSWER

I am advised:

In November 2020, Transport for NSW directed contractors to correct a hazard created by incomplete surfacing work to the edge of the road. The completed resealing improves the road surface for cyclists.

Transport for NSW also met with cycling representatives on site and discussed possible safety improvements for the corner. This led to vegetation being trimmed to vastly improve sight lines for drivers and cyclists.

Transport for NSW also received funding under the Federal stimulus road safety program to widen the shoulder at Faulconbridge. The proposed widening is supported by both Blue Mountains City Council and the Blue Mountains Cycling Safety Forum.

The design includes a widened 2.5 metre shoulder and clearing of vegetation to improve sightlines for westbound traffic approaching the corner.

Work is scheduled to commence in February 2022 and to be completed by mid-2022.

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 and active transport links on the Highway.

SQ033 Active Transport: Great Western Highway Upgrade

33. When will work be undertaken to improve cyclist safety at this location?

ANSWER

I am advised:

Work is scheduled to commence in February 2022 and to be completed by mid-2022.

SQ034 Active Transport: Heavy vehicles

34. Since February 2021, what specific actions has the NSW Government taken to advance requirements for all heavy vehicles to be fitted with side under-run protection and blind spot sensors, or to have high visibility cabins to reduce the chance that a mistake will prove fatal to a person riding a bike or a pedestrian?

ANSWER

I am advised:

Transport for NSW is committed to reducing road trauma on NSW roads and has set an ambitious target of zero deaths and serious injuries on NSW roads by 2056. This commitment to road trauma reduction is supported by the extensive investment in road safety programs delivered by the State, ranging from the development of targeted awareness campaigns, to Transport for NSW's work with communities and industry in the delivery of safer road infrastructure and the procurement of safer vehicles.

In March 2021, the NSW Government Travel and Transport Policy updated the Motor Vehicle Operating Guidelines. The updated guidelines require heavy commercial vehicles leased or purchased by an agency to be fitted with the following passive and active safety technologies (subject to their availability in the category of vehicle and vehicle's suitability for its intended role); blind spot monitoring systems, side and rear underrun protection, electronic stability control, lane support systems, autonomous emergency braking, reverse collision avoidance systems such as cameras and/or monitors.

Transport for NSW also became a steering group partner to Construction Logistics and Community Safety – Australia (CLOCS-A). The group partners to form a relationship to work together in improving road safety and the operational efficiency relating to the logistics of the construction of infrastructure projects.

In April 2021, the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) released a discussion paper proposing the allowance of wider freight vehicles that would align with either European or American vehicle width allowances. These vehicles would have additional safety features mandated, including Blind Spot Information Systems and Side Underrun Protection. The NSW Government has written to DITRDC endorsing the introduction of these safety features in the Australian fleet.

The NSW Government recognises the importance of these and other safety features in reducing the risks heavy vehicles pose to pedestrians and other vulnerable road users and actively promotes a range of non-mandatory safety features proven to contribute to reducing the number and severity of crashes. Information about the benefits of these safety features and how they operate can be found on the Transport for NSW website.

SQ035 Active Transport: Heavy vehicles

35. Does the NSW Government support the inclusion of side under-run protection and blind spot sensors as a mandatory requirement for all heavy vehicles?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 201, from March 2021 Budget Estimates.

SQ036 Active Transport: Heavy vehicles

36. What representations has the Minister or Transport for NSW made to the Federal Government to make these requirements mandatory?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 20 from March 2021 Budget Estimates.

SQ037 Active Transport: Inner West Greenway Project

37. What aspects of the Inner West Greenway project will be funded in the 2020-2021 State Budget?

ANSWER

I am advised:

The design, development and construction phases of the Dulwich Hill to Haberfield on-road component were funded in the 2020-2021 State Budget as part of the Walking & Cycling Grants Program.

SQ038 Active Transport: Newcastle Cycling Strategy

38. What has been the total amount spent by the NSW Government funding projects that form part of the Newcastle Cycling Strategy in the 2020-2021 financial year?

ANSWER

I am advised:

The NSW Government spent over \$480,000 on cycling and Active Transport programs in Newcastle in the 2020-2021 financial year. This included funding for cycling infrastructure on Hunter and King Streets as well as Glebe Road.

SQ039 Active Transport: Newcastle Cycling Strategy

39. What is the total amount allocated in the 2021-2022 State Budget towards projects that form part of the Newcastle Cycling Strategy?

ANSWER

I am advised:

The NSW Government has allocated over \$2.2 million to cycling and Active Transport projects in Newcastle in the 2021-2022 financial year.

SQ040 Active Transport: Personal mobility devices

40. What work has been undertaken by Transport for NSW to advance a trial of personal mobility devices including electric scooters since the Electric Scooter Advisory Working Group issued its Electric Scooter Trial Recommendations Report?

ANSWER

I am advised:

The potential advantages of electric scooters must be balanced against the safety of all road users in NSW. For electric scooters to be legalised or trialled for use on the road network, evidence must be provided showing they can be used in an appropriate regulatory environment and location that manages safety risks on roads and road-related areas.

SQ041 Active Transport: Personal mobility devices

41. Have any local councils approached Transport for NSW to conduct a trial of electric scooters since the report was issued?
- (a) If so, which councils?

ANSWER

I am advised:

The potential advantages of electric scooters must be balanced against the safety of all road users in NSW. For electric scooters to be legalised or trialled for use on the road network, evidence must be provided showing they can be used in an appropriate regulatory environment and location that manages safety risks on roads and road-related areas.

SQ042 Active Transport: Personal mobility devices

42. Is Transport for NSW considering a trial of personal mobility devices or a trial of e-scooters as part of planning to assist people return to work as lockdown restrictions are lifted following the COVID-19 Delta outbreak?

ANSWER

I am advised:

The potential advantages of electric scooters must be balanced against the safety of all road users in NSW. For electric scooters to be legalised or trialled for use on the road network, evidence must be provided showing they can be used in an appropriate regulatory environment and location that manages safety risks on roads and road-related areas.

SQ043 Active Transport: Opera House to Parramatta Walk

43. Given the NSW Government allocated \$500,000 in 2021-2022 to fund a study on the proposed Opera House to Parramatta pathway:
- (a) How much was expended in 2020-2021?
 - (b) Is the study complete?
 - (c) Who conducted the study?
 - (d) When will it be made public?
 - (e) What are the next steps in terms of planning for or realising the project?
 - (f) What specific plans are being progressed to reopen the Glebe Island Bridge?

ANSWER

I am advised:

- (a) \$261,000.
- (b) The study will be completed by the end of September 2021.
- (c) Spackman Mossop Michaels.
- (d) As it is intended to be an internal document for planning purposes only, the document will not be made public.
- (e) Transport for NSW is working to provide the final report to Government for consideration.
- (f) Transport for NSW is investigating options to rehabilitate and repurpose the state heritage listed bridge, and provide a direct active transport link between Rozelle and Pyrmont to cater for the safe passage of maritime vessels.

SQ044 Active Transport: Principal Bike Network

44. With respect to the Principal Bike Network:
- (c) Has the NSW Government abandoned plans to build the Principal Bike Network?
 - (d) How many FTE staff within Transport for NSW are currently engaged in planning for the Principal Bike Network?
 - (e) What is the total amount of funding allocated to realising the Principal Bike Network in the 2021-2022 State Budget?
 - (f) What is the current estimate for when the Principal Bike Network will be completed?
 - (g) As of 1 July 2021, what percentage of the total works of the Principal Bike Network has been built?
 - (h) As of 30 June 2022, what percentage of the total works of the Principal Bike Network will be built?

ANSWER

I am advised:

Transport for NSW is focused on determining and creating a strategic network of connected cycleway corridors across Greater Sydney, similar to the approach taken in other global cities, and working with local governments on plans to ensure alignment of connections to those corridors.

In recognition of the important role Active Transport has to play as an integral part of the NSW transport network, with learnings from the roll-out of temporary cycleways as part of the respond to the pandemic, an Active Transport team has recently been established in Transport for NSW to provide a dedicated focus on driving Active Transport outcomes across NSW.

The NSW Government is investing approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ045 Active Transport: Restart NSW Fund

45. In the following financial years, what has been the total amount spent or allocated on active transport from the Restart NSW Fund?
- (a) 2019-2020?
 - (b) 2020-2021?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ046 Active Transport: Restart NSW Fund

46. What specific active transport projects will be funded in 2021-2022 from the Restart NSW Fund?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ047 Active Transport: Restart NSW Fund

47. What is the total amount of funding attached to each of these projects?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ048 Active Transport School Safety

48. With respect to the Road Safety Education program:
- (a) What was the total budget allocation for the program in 2020-2021?
 - (b) What was the total amount expended for the program in 2020-2021?
 - (c) What is the total amount budgeted for the program in 2021-2022?
 - (d) What is the total number of FTE Road Safety Officers currently employed by Transport for NSW?
 - (e) How many FTE Road Safety Education Officers positions are currently unfilled?

ANSWER

I am advised:

- (a) \$4.9 million.
- (b) \$4.9 million.
- (c) \$5 million.
- (d) – (e) The Transport Cluster has staff networks in place working on a range of matters focused on delivering a world-class public service.

SQ049 Active Transport School Safety

49. What was the total amount spent by Transport for NSW on road safety improvements around NSW schools in 2020-2021?

ANSWER

I am advised:

In October 2020, the Federal Government announced a Federal Stimulus – Road Safety Program. Under the approved program for 2020-21 (Tranche 1), the Federal Government allocated funding to deliver road safety infrastructure upgrades around NSW schools. The NSW Government matching contribution spent \$11.2 million on upgrading infrastructure around schools.

SQ050 Active Transport School Safety

50. What is the total amount allocated by Transport for NSW to road safety improvements around NSW schools in 2021-2022?

ANSWER

I am advised:

In 2021-22, Transport for NSW will invest \$645.7 million to continue the NSW and Federal Governments' commitment to improving road safety, including road safety improvements around NSW schools.

These road safety improvements include the installation and maintenance of flashing lights in school zones, pedestrian crossings and dragon teeth as well as ad-hoc road safety treatments and Road Safety Education programs.

SQ051 Active Transport School Safety

51. What was the total amount spent on maintaining school zone flashing lights around NSW schools in 2020-2021?

ANSWER

I am advised:

Transport for NSW spent \$5.42 million maintaining school zone flashing lights in 2020-21.

SQ052 Active Transport School Safety

52. What is the total amount allocated for maintaining school zone flashing lights around NSW schools in 2021-2022?

ANSWER

I am advised:

Transport for NSW has allocated \$2.3 million maintaining school zone flashing lights in 2021-22.

SQ053 Active Transport School Safety

53. What was the total amount spent on renewing line markings such as dragon's teeth around NSW schools in 2020-2021?

ANSWER

I am advised:

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

Transport for NSW spent approximately \$7.5 million maintaining line markings, including dragon's teeth, on roads around NSW schools in 2020-21.

SQ054 Active Transport School Safety

54. What is the total amount allocated for renewing line markings such as dragon's teeth around NSW schools in 2021-2022?

ANSWER

I am advised:

In 2021-22, Transport for NSW will invest \$645.7 million to continue the NSW and Federal governments' commitment to improving road safety, including road safety improvements around NSW schools.

These road safety improvements include the installation and maintenance of flashing lights in school zones, pedestrian crossings and dragon teeth as well as ad-hoc road safety treatments and Road Safety Education programs.

SQ055 Active Transport School Safety

55. What was the total amount spent on upgrading pedestrian crossings around NSW schools in 2020-2021?

ANSWER

I am advised:

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

Transport for NSW spent approximately \$10.7 million for upgrading pedestrian crossings on roads around NSW in 2020-21. This includes upgrading pedestrian crossings in regional areas. Transport for NSW does not have a specific breakdown for upgrading pedestrian crossings around regional schools.

SQ056 Active Transport School Safety

56. What is the total amount allocated for upgrading pedestrian crossings around NSW schools for 2021-2022?

ANSWER

I am advised:

In 2021-22, Transport for NSW will invest \$645.7 million to continue the NSW and Federal governments' commitment to improving road safety, including road safety improvements around NSW schools.

These road safety improvements include the installation and maintenance of flashing lights in school zones, pedestrian crossings and dragon teeth as well as ad-hoc road safety treatments and Road Safety Education programs.

SQ057 Active Transport School Safety

57. What was the total amount spent on employing road crossing supervisors at NSW schools in 2020-2021?

ANSWER

I am advised:

The total amount spent for School Crossing Supervisors in 2020-21 was \$18.422 million.

SQ058 Active Transport School Safety

58. What is the total amount allocated for employing road crossing supervisors in the State Budget in 2021-2022?

ANSWER

I am advised:

The total amount allocated for School Crossing Supervisors in 2021-22 is \$21.8 million.

SQ059 Active Transport School Safety

59. As of September 3:
- (a) How many road crossing supervisors are currently employed?
 - (b) How many road crossing supervisor positions are currently vacant?
 - (c) How many of the additional 300 extra road crossing supervisors promised by the NSW Government at the 2019 State election have been hired?
 - (d) How many NSW public schools do not have at least one road crossing supervisor?
 - (e) How many NSW private, Catholic or Independent schools do not have at least one road crossing supervisor?
 - (f) How many NSW schools have more than one road crossing supervisor?

ANSWER

I am advised:

- (a) 1,354
- (b) 51
- (c) 263
- (d) Transport for NSW does not hold this information.
- (e) Transport for NSW does not hold this information.
- (f) 284.

SQ060 Active Transport School Safety

60. In 2020-2021, how many schools applied for a crossing supervisor?

ANSWER

I am advised:

In 2020-21, 265 schools applied for a crossing supervisor.

SQ061 Active Transport School Safety

61. In 2020-2021, how many schools applied for a crossing supervisor and were rejected?

ANSWER

I am advised:

In 2020-21, 265 applications for a crossing supervisor were received and 48 did not meet the criteria.

SQ062 Active Transport Sydney Harbour Bridge Cycleway

62. What has been the total cost of designs and planning for the Sydney Harbour Bridge Cycleway since 2011?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million. 18,000 trips per week are being taken across the pop-up cycleway network in New South Wales, totalling 28 kilometres.

Transport for NSW has been engaging with the public to help identify the cycleway access solution that best meets the needs of cycleway users, local residents and the broader community. In response to community feedback, and overwhelming support for a linear ramp, Transport for NSW will proceed with plans to upgrade access to the Sydney Harbour Bridge cycleway, with the linear ramp as the preferred option.

On August 18, we commenced a competitive design process via an open Registration of Interest (ROI) to select three leading architectural design teams with heritage and Connecting with Country expertise to help us design a linear ramp of the highest calibre. The ROI has now closed and we will proceed with selecting the design teams to progress the ramp design.

Later this year, the community will have a chance to comment on the shortlisted designs, together with plans for the Alfred Street cycle path and the Lavender Street roundabout.

SQ063 Active Transport Sydney Harbour Bridge Cycleway

63. What was the total cost of both options offered by Transport for NSW for the Sydney Harbour Bridge Cycleway in May 2020?
- (a) What was the estimated cost of the loop option?
- (b) What was the estimated cost of the linear option?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million. 18,000 trips per week are being taken across the pop-up cycleway network in New South Wales, totalling 28 kilometres.

Transport for NSW has been engaging with the public to help identify the cycleway access solution that best meets the needs of cycleway users, local residents and the broader community.

In response to community feedback, and overwhelming support for a linear ramp, Transport for NSW will proceed with plans to upgrade access to the Sydney Harbour Bridge cycleway, with the linear ramp as the preferred option.

On August 18, we commenced a competitive design process via an open Registration of Interest (ROI) to select three leading architectural design teams with heritage and Connecting with Country expertise to help us design a linear ramp of the highest calibre. The ROI has now closed and we will proceed with selecting the design teams to progress the ramp design.

Later this year, the community will have a chance to comment on the shortlisted designs, together with plans for the Alfred Street cycle path and the Lavender Street roundabout.

SQ064 Active Transport Sydney Harbour Bridge Cycleway

64. How many people offered feedback to the consultation process?

ANSWER

I am advised:

The Sydney Harbour Bridge Cycleway ramp options consultation report is available on the Transport for NSW website.

SQ065 Active Transport Sydney Harbour Bridge Cycleway

65. What is the total cost to run the design competition for Sydney Harbour Bridge cycleway?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million. 18,000 trips per week are being taken across the pop-up cycleway network in New South Wales, totalling 28 kilometres.

Transport for NSW has been engaging with the public to help identify the Sydney Harbour Bridge cycleway access solution that best meets the needs of cycleway users, local residents and the broader community. The project team has undertaken detailed analysis and carefully considered feedback to narrow the options down to the two shortlisted ramps, and this analysis has confirmed that only a ramp would deliver the desired capacity, accessibility and safety benefits.

A Registration of Interest (ROI) has been issued to find leading urban design practices with heritage and Designing for Country expertise to refine the concept and deliver a design of the highest standard. This closed on 1 September 2021.

Following the ROI, three urban design teams will be selected to participate in a competitive design process. Later in 2021, the final shortlisted designs will be issued for community feedback along with updated designs for the Alfred Street separated cycleway and Lavender Street crossing.

The designs and community feedback will be assessed by a Design Jury comprising heritage and design experts and chaired by a representative of the Government Architect NSW. Heritage NSW and North Sydney Council have also been invited to observe the jury and participate in the competitive design process.

SQ066 Active Transport Sydney Harbour Bridge Cycleway

66. Who has been engaged to judge the design competition?

ANSWER

I am advised:

A Registration of Interest (ROI) has been issued to find leading urban design practices with heritage and Designing for Country expertise to refine the concept and deliver a design of the highest standard. This closed on 1 September 2021.

Following the ROI, three urban design teams will be selected to participate in a competitive design process. Later in 2021, the final shortlisted designs will be issued for community feedback along with updated designs for the Alfred Street separated cycleway and Lavender Street crossing.

The designs and community feedback will be assessed by a Design Jury comprising heritage and design experts and chaired by a representative of the Government Architect NSW. Heritage NSW and North Sydney Council have also been invited to observe the jury and participate in the competitive design process.

SQ067 Active Transport Sydney Harbour Bridge Cycleway

67. What is the projected length of time to run the design competition and when will the winning design be presented to the community?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 66.

SQ068 Active Transport Sydney Harbour Bridge Cycleway

68. What input will local residents have to the design competition?

ANSWER

I am advised:

The project team will continue to engage with the community throughout the remainder of the design process.

SQ069 Active Transport: Staffing and consultancies

69. As of 30 June 2021, how many FTE staff are currently employed in the unit within Transport for NSW responsible for active transport?

ANSWER

I am advised:

The Transport Cluster has over 25,000 employees that work on a variety of matters.

SQ070 Active Transport: Staffing and consultancies

70. What is the total amount of funding allocated in the 2021-2022 State Budget for staff within Transport for NSW responsible for active transport?

ANSWER

I am advised:

The Transport Cluster has over 25,000 employees that work on a variety of matters.

Information regarding the Transport Cluster's budget is publicly available.

SQ071 Active Transport: Staffing and consultancies

71. What was the total amount expended in the 2020-2021 financial year on consultancy fees pertaining to active transport projects or policies?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

SQ072 Active Transport: Staffing and consultancies

72. What is the total amount budgeted in the 2021-2022 financial year for consultancy fees related to active transport projects or policies?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites. Information regarding the Transport Cluster's budget is also publicly available.

SQ073 Active Transport: Staffing and consultancies

73. What is the total amount of fees expended in both 2020-2021 and 2021-2022 on consultancies related to planning around active transport and COVID-19?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

SQ074 Active Transport: Staffing and consultancies

74. How much has been expended on consultancy fees related to active transport projects or policies in this financial year as of 3 September 2021?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

SQ075 Active Transport: Staffing and consultancies

75. Since the NSW Liberal Government was elected in 2011, what has been the total cost of consultancies related to active transport planning

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport and expenditure on consultants is publicly available in the Transport Annual Reports and on the NSW Treasury and Transport for NSW websites.

SQ076 Active Transport: Walking and cycling program

76. What was the total amount of funding allocated to the Walking and Cycling Program in 2020-2021?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ077 Active Transport: Walking and cycling program

77. How much of this funding was expended in 2020-2021?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ078 Active Transport: Walking and cycling program

78. What proportion of projects funded under the 2020 program have been:
(a) Started?
(b) Completed?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ079 Active Transport: Walking and cycling program

79. How many of the projects funded through the 2020-2021 Walking and Cycling Program in 2020-2021 have been delayed by COVID-19?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

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Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ080 Active Transport: Walking and cycling program

80. What is the total amount of funding allocated to the Walking and Cycling Program in 2021-2022?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ081 Active Transport: Walking and cycling program

81. Have these grant programs been cancelled in 2021-2022? If so, why?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

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Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ082 Active Transport: Walking space guide

82. What initiatives have Transport for NSW introduced in 2021-2022 to increase the awareness and utilisation of the Walking Space Guide?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including information on the Walking Spaces Guide.

SQ083 Active Transport: Walking space guide

83. What is the total amount of funding spent in the 2020-2021 financial year on developing, publishing, operating, monitoring or evaluating the Walking Space Guide?

ANSWER

I am advised:

More people than ever are walking or cycling to work for leisure and fitness. The NSW Government continues to encourage people to walk and cycle as part of their

everyday commute. We recognise that not only does it help relieve pressure on our roads and public transport system, but walking and cycling are healthy, active ways of travelling. By continuing to invest in the construction of new paths and infrastructure, we help keep people safe while encouraging more individuals to take up these modes of travel.

Approximately \$966 million is expected to be invested into walking and cycling infrastructure over the next four years. This will bring the NSW Government's total investment to around \$1.5 billion – the largest commitment in the State's history. In 2021-22 alone, the total amount budgeted for walking and cycling infrastructure is around \$210 million.

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including information on the Walking Spaces Guide.

SQ084 Active Transport: Walking space guide

84. How is Transport for NSW measuring the uptake of the Walking Space assessment tool?

ANSWER

I am advised:

Information regarding the Walking Spaces Guide is publicly available on the Transport for NSW website.

SQ085 Active Transport: Wollongong Cycling Strategy

85. What has been the total amount spent by the NSW Government funding projects that form part of the Wollongong Cycling Strategy 2030 in the 2020-2021 financial year?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites.

SQ086 Active Transport: Wollongong Cycling Strategy

86. What is the total amount allocated in the 2021-2022 State Budget towards projects that form part of the Wollongong Cycling Strategy 2030?

ANSWER

I am advised:

Information regarding the NSW Government's commitment to active transport is publicly available on the NSW Treasury and Transport for NSW websites, including project descriptions.

SQ087 Lower Prospect Canal Reserve Walkway

87. Does Transport for NSW support the installation of an overhead bridge over the Lower Prospect Canal Reserve?

ANSWER

I am advised:

Transport for NSW are working with local governments and other stakeholders to develop a safe, connected cycling network that can progressively grow the bike-riding mode share in the Greater Sydney area.

The delivery of this network connection will be considered as part of ongoing future planning activities. The aim is to progressively expand Sydney's connected cycling network with an initial focus on linking strategic centres, supporting growth and offering viable alternatives for shorter trips.

SQ088 Lower Prospect Canal Reserve Walkway

88. What investigations or plans into the project have been made to date?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 87.

SQ089 Bus accessibility

89. Are all buses in NSW accessible for people with a mobility impairment or who use a wheelchair?

(a) If not, what proportion of buses in service are not accessible?

ANSWER

I am advised:

More than 90 per cent of contract buses in Sydney and outer metropolitan areas are now wheelchair accessible. In regional NSW, 96 per cent of buses that provide timetabled regular passenger services are wheelchair accessible.

SQ090 Bus accessibility

90. Are all buses in Greater Sydney accessible for people with a mobility impairment or who use a wheelchair?

(a) If not, what proportion of buses in service are not accessible?

ANSWER

I am advised:

More than 90 per cent of contract buses in Sydney and outer metropolitan areas are now wheelchair accessible.

SQ091 Bus accessibility

91. What is the standard form of ramp used in Sydney's bus fleet?

ANSWER

I am advised:

This information is publicly available on the Transport for NSW and Australian Government Federal Register of Legislation websites.

SQ092 Bus accessibility

92. What weight are these standard ramps able to withstand?

ANSWER

I am advised:

This information is publicly available on the Transport for NSW and Australian Government Federal Register of Legislation websites.

SQ093 Bus accessibility

93. Are passengers using electric wheelchairs that exceed the weight limit for ramps prohibited from travelling on the bus?

ANSWER

I am advised:

To be able to safely travel and use boarding ramps, all motorised wheelchairs, and any form of mobility aid must be no more than 300kg, including the occupant, personal items and anyone required to assist on the boarding ramp.

The bus driver is responsible for the safety and comfort of all customers on board the bus, and may refuse entry if by boarding the ramp it is not safe to do so.

Bus ramps have affixed on the ramps the maximum weight limits for wheelchair mobility aids.

SQ094 Consultants

94. For each of the business units in Transport, what proportion of persons performing work for the business unit are employed as consultants, that is on short term or contract work arrangements?

ANSWER

I am advised:

The Transport Cluster uses Labour Hire firms in accordance with NSW Public Service policies to cover temporary vacancies as required.

Transport Cluster agency Annual Reports include all consultancies valued more than \$50,000.

SQ095 Corporate Functions Review

95. How many Sydney Trains and NSW Trains employees who were offered employment with TfNSW as part of the Corporate Function review and the Property and Commercial Services restructure have declined these offers?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ096 Corporate Functions Review

96. What is the cost to NSW Taxpayers of retention, redeployment and redundancy benefits for those employees who have declined offers?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ097 Corporate Functions Review

97. How can the NSW Government justify these expenses in the middle of a Global Pandemic which is costing the economy billions of dollars?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ098 Corporate Functions Review

98. Why isn't the NSW Government supporting essential transport workers by ensuring that they are able to perform their roles across different transport agencies without loss of conditions?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ099 Corporate Functions Review

99. How does the Government intend justifying breaching s66 and s67 of the *Transport Administration Act* which requires conditions of employment to be preserved?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ100 Corporate Functions Review

100. The restructures of the Property and Service area was haphazardly rushed to completion by the first of July, was this done purely to meet the commitment given to TAHE?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ101 Corporate Functions Review

101. What is the motivation for abandoning the commitment to preserve conditions and who is driving it?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ102 Corporate Functions Review

102. How does the Government intend justifying breaching s66 and s67 of the *Transport Administration Act* which requires conditions of employment to be preserved?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ103 Corporate Functions Review

103. The restructures of the Property and Service area was haphazardly rushed to completion by the first of July, was this done purely to meet the commitment given to TAHE?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ104 Corporate Functions Review

104. What is the motivation for abandoning the commitment to preserve conditions and who is driving it?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ105 Corporate Functions Review

Will there be a loss across CFR of both corporate skills and knowledge even though the NSW Government continues to need to enhance NSW trains?

ANSWER

I am advised:

I refer you to the answer to LC 6957.

SQ106 Corporate Functions Review

106. How has Transport for NSW monitored employee morale during the course of the Corporate Functions Review and Evolving Transport?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ107 Corporate Functions Review

107. What were the findings of any inquiry or monitoring during the course of the reviews?

ANSWER

I am advised:

I refer you to the previous answer to LC 6957.

SQ108 COVID-19 incidents and precautions for staff

108. On how many occasions since 1 June 2021 to 3 September 2021 have the following transport modes been listed as exposure sites for COVID-19:

- (a) Trains?
- (b) Publicly operated buses?
- (c) Privately operated buses?
- (d) Private coach services?
- (e) Light rail services?
- (f) Ferries?
- (g) Taxis?
- (h) Ride-share vehicles?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ109 COVID-19 incidents and precautions for staff

109. What is the total number of transport workers in NSW who have been infected with COVID-19 since the beginning of the Delta outbreak?

ANSWER

I am advised:

Between 15 June 2021 and 16 September 2021, 207 staff or contractors have reported they have been infected with COVID-19.

SQ110 COVID-19 incidents and precautions for staff

110. What is the total number of transport workers in NSW who have been classified as close contacts and required to isolate since the beginning of the Delta outbreak?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 1.

SQ111 COVID-19 incidents and precautions for staff

111. How many services on the following transport modes have had to be cancelled as a result of staffing or other issues as a result of COVID-19 since the start of the outbreak:

- (a) Sydney trains?
- (b) Publicly operated buses?
- (c) Privately operated buses?
- (d) Sydney ferries?
- (e) Light rail?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 5.

SQ112 COVID-19 incidents and precautions for staff

112. When a Sydney Trains service is terminated due to a COVID-19 positive case being on board, is it correct that staff are directed to inform passengers that the service is being terminated due to an “operational matter?”

ANSWER

I am advised:

For the period 16 June 2021 to 13 September 2021, Sydney Trains has no record of a service being terminated due to a passenger being, or suspected of being, COVID-19 positive.

SQ113 COVID-19 incidents and precautions for staff

113. Have staff at Sydney Trains been instructed by management to not inform passengers that a COVID-19 positive case is on board, leading to the termination of the service?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 112.

SQ114 COVID-19 incidents and precautions for staff

114. Has Transport for NSW or Sydney Trains sought or received advice from NSW Health as to whether this is appropriate and safe, or whether they have a duty of care to inform passengers that they may have been exposed to COVID-19?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ115 COVID-19 incidents and precautions for staff

115. What are the requirements for trains, buses and ferries to be deep cleaned following a COVID-19 exposure?

ANSWER

I am advised:

Vehicles are taken out of service as soon as practicable after notification of a COVID exposure and subjected to a deep clean upon return to the depot.

SQ116 COVID-19 incidents and precautions for staff

116. On how many occasions since the commencement of the Delta outbreak in June have the following been deep-cleaned:
- (i) Trains?
 - (j) Ferries?
 - (k) Light rail vehicles?
 - (l) Publicly operated buses?
 - (m) Privately operated buses?

ANSWER

I am advised:

In response to the pandemic, Transport for NSW has implemented an enhanced COVID cleaning regime across the public transport network. In addition to more regular cleaning of all trains, vehicles and vessels, stations, wharves and stops, the enhanced cleaning protocols include:

- the use of higher-graded disinfectant on hard surfaces and high touch points across the transport network
- the provision of hand sanitisation units
- additional cleaners
- bus layover cleaning teams cleaning at 17 sites across Greater Sydney and regional NSW
- Point to Point Vehicle Sanitisation Stations (VSS).

A deep clean is warranted whenever there has been a confirmed positive COVID case identified on a mode of transport. Between 15 June 2021 and 17 September 2021, there have been the following deep cleans:

- (a) Sydney Trains – 18
NSW TrainLink – two.
- (b) Ferries – two.
- (c) Sydney light rail – three.
- (d) Public buses – 12.
- (e) Privately operated buses – 180.

The following information pertains to the enhanced COVID cleaning that has been occurring across public transport, rather than in response specifically to a positive case on a train or vehicle.

Sydney Trains

- Additional cleaning of train carriages includes the use of higher-graded disinfectant on hard surfaces and high touch points every 12 hours minimum and on an ongoing/roaming basis which includes a 10 minute clean of crew cabs. Train Carriage cleaning is undertaken at multiple depot/yard locations and turn-around locations.
- Additional cleaning of stations includes wiping down of surfaces (at the start, during and the end of the shifts) focussing on hard surface high touch points, on an ongoing/roaming basis with hand sanitisation units being present at stations.

NSW Trainlink

- Enhanced cleaning arrangements are currently in place for all regional train fleet with additional cleaners within the maintenance centre performing anti-bacterial cleans on board. At other locations this function is conducted by the NSW TrainLink on board crew. The anti-bacterial clean of all high touch points areas includes all handrails (internal and external), door handles (internal and external), all seat arm rests, window sills, back of seat tray tables, luggage racks, buffet area, toilet area and crew compartments including the drivers compartment are conducted after the normal daily or turn around clean has been completed.
- Additional cleaning is being undertaken on NSW TrainLink coaches of which there are currently 70 coach services cleaned per day and also supplementary coaches in addition to the normal train services. These are being cleaned at least twice a day by the operators and also on their turn around after each leg. Coach drivers wipe down hard surfaces periodically throughout the journey and conduct a clean and wipe down at the turnaround points.

Sydney Metro

- Enhanced cleaning is taking place across the 22 trains and 13 stations.
- The additional cleaning builds on the normal cleaning of daily wipe downs of handrails, station seats, lifts, bathrooms, opal gates and other surfaces and sweep/mop of floors.
- Every train in service is subject to an in service on train wipe down on every trip.

Buses

- In general this includes: sanitising the buses at least daily, additional high touch cleaning through bus driver shifts or when there is a driver shift change, increased depot and meal facility cleaning, and includes increases in both frequency and the use of higher grade products.
- Bus layover cleaning teams are conducting on-bus cleans at 17 sites across Greater Sydney and regional NSW.

Airport operations

- TfNSW is providing the cleaning of coaches used for the repatriation of international passengers for mandatory hotel quarantine. Coaches are being used instead of buses to provide better luggage storage capability. Cleaning is significantly more detailed than a normal bus clean at a depot. The bus handrails, seats, seat handles, drivers' cabins including steering wheel, window sills, windows, glass, floors, seat belts, luggage holders, seat backs and toilets (if fitted) are heavily sanitised with disinfectant.

Ferry

- Enhanced cleaning is taking place across the key wharves of Barangaroo, Circular Quay, Manly, Taronga Zoo and vessels in metropolitan Sydney. Hand sanitisation units have been positioned at key wharves. Comprehensive sanitisation is being undertaken 7 days a week for the wharves and vessels in metropolitan Sydney. A high-grade disinfectant is being used for the sanitisation including all seating, high touch points, toilet facilities and crew rooms.

- Additional in-transit sanitising on the vessels and selected wharves is being undertaken daily including a wipe down of all high touch points on both wharves and vessels during service.

Newcastle

- Enhanced cleaning is taking place across Newcastle including the bus and light rail depots, the Newcastle interchange, light rail stops, and wharves with increased cleaning of high frequency touch surfaces and other facilities. Day and night crews are sanitising all buses continuously including high touch surfaces.
- The 6 Light Rail Vehicles have a nightly deep clean and sanitisation, while a roaming crew cleans the light rail stops during the day with a focus on high touch surfaces.
- The ferry vessel and wharves have a daily detailed clean and sanitisation of high touch surfaces.

Sydney light rail

- Enhanced cleaning is taking place across Light Rail Vehicles, stops and depots. Cleaning crews are undertaking a continuous cleaning process at multiple locations daily.
- The cleaning process involves a combination of applying the hospital grade disinfectant and then ensuring that all surfaces are carefully and slowly wiped so that the entire surface has been disinfected. This includes hand rails, grab handles, buttons and the driver's console.

Point to point vehicle sanitisation stations

- The Point to Point Vehicle Sanitisation Stations (VSS) are operational in 12 sites Point to Point vehicles are also being cleaned in Tweed Heads through the Bus Layover program.
- This is a free service available for all participants in the point to point industry including taxis, rideshare, hire car and community transport vehicles, TfNSW fleet light vehicles, and is also available for other government vehicles and emergency services vehicles.

SQ117 COVID-19 incidents and precautions for staff

117. Is Transport for NSW aware of any instances in which trains should have been deep-cleaned but were instead returned immediately to service?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 116.

SQ118 COVID-19 incidents and precautions for staff

118. What PPE has been provided to transport workers to protect them in the course of their work?

ANSWER

I am advised:

Transport workers have been provided with a variety of Personal Protective Equipment including hand sanitiser, face masks, sanitising wipes and spit kits.

SQ119 COVID-19 incidents and precautions for staff

119. What PPE or other support has Transport for NSW provided to drivers and workers on private coaches that have routinely replaced bus services operating across Greater Sydney due to cancellations arising from transport workers being exposed to COVID-19?

ANSWER

I am advised:

All operators involved in the Temporary Transport Plan (TTP) contract with Transport for NSW must supply drivers with required PPE and have a COVID-19 safety management plan.

Transport for NSW field personnel proactively manage the operations including compliance with COVID-19 safety requirements.

SQ120 COVID-19 incidents and precautions for staff

120. Has Transport for NSW sought or received advice regarding the use of QR codes on all train, bus, ferry and light rail services?

ANSWER

I am advised:

Transport for NSW has not sought or received advice regarding the use of QR codes on all train, bus, ferry and light rail services.

SQ121 COVID-19 incidents and precautions for staff

121. In total, how many passengers on the NSW transport system have been identified and notified that they are close contacts of a COVID-19 positive case based on Opal data since the beginning of the Delta outbreak in June?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ122 COVID-19 incidents and precautions for staff

122. On how many occasions have passengers been identified as close contacts of a COVID-19 positive case based on Opal data, however, have not been notified of such because they have not registered their Opal card?

ANSWER

I am advised:

This is a question for a date, NSW Health has not provided this information.

SQ123 COVID-19 incidents and precautions for staff

123. What is the total amount of funding Transport for NSW has spent on making workplaces across the transport network safe for workers since the commencement of the Delta outbreak?

ANSWER

I am advised:

Transport for NSW has implemented a number of policies and procedures to ensure the safety of staff, including the provision of Personal Protection Equipment and hand sanitisers, increased cleaning, two-hour paid leave for vaccination, on-line resources, facilitating Working from Home arrangements, and COVID-Safe changes to limiting staff numbers in offices to enable social distancing.

It is not possible to quantify the cost of implementing these policies and procedures.

SQ124 COVID-19 incidents and precautions for staff

124. What protections are being afforded under the pandemic with RMS members whose role is to engage daily with truck drivers across the State with no legal protection when interacting and placing them at risk of contracting COVID?

ANSWER

I am advised:

The COVID-19 environment is rapidly evolving, and in response Transport for NSW is regularly reviewing its risk controls and the requirements of the NSW Public Health Orders in order to ensure the safety of both staff and the community.

Transport for NSW is committed to working together with its workforce to identify ways to mitigate the risks of COVID-19 for employees, contractors and customers.

SQ125 COVID-19 incidents and precautions for staff

125. What was the total amount of money spent by Transport for NSW for PPE across the transport network in 2020-2021?

ANSWER

I am advised:

All PPE procurement has been via the Whole of Government State Emergency Operations Centre PPE warehouse. In 2020-2021, Transport for NSW spent \$4.97 million on COVID-19 critical supplies and deliveries as well as alcohol wipes and dispenser pumps.

SQ126 COVID-19 incidents and precautions for staff

126. What has been the total amount of money spent by Transport for NSW for PPE across the transport network in 2021-2022 to date?

ANSWER

I am advised:

All PPE procurement has been via the Whole of Government State Emergency Operations Centre PPE warehouse.

SQ127 COVID-19 incidents and precautions for staff

127. What was the total amount of money spent by Transport for NSW for deep cleaning across the transport network in 2020-2021?

ANSWER

I am advised:

Deep cleaning activities represent a small portion of cleaning undertaken by Transport for NSW and the associated costs are not recorded separate to other cleaning activities.

SQ128 COVID-19 incidents and precautions for staff

128. What has been the total amount of money spent by Transport for NSW for deep cleaning across the transport network in 2021-2022 to date?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 127.

SQ129 COVID-19 incidents and precautions for staff

129. What was the total amount of money spent by Transport for NSW for the employment of Covid marshals across the transport network in 2020-2021?

ANSWER

I am advised:

Transport for NSW COVID safety marshals are multi-modal.

The marshalling teams are deployed across all transport modes and services in Greater Sydney. They provide customers with COVID safe advice and guidance on available public transport services and safe loading behaviour for customers to assist in physical distancing.

They have been an integrated part of Transport's COVIDsafe Transport Plans since the start of the pandemic.

Since 2020, approximately \$25,567,724.00. has been spent by Transport for NSW on COVID safety marshals.

SQ130 COVID-19 incidents and precautions for staff

130. What has been the total amount of money spent by Transport for NSW for the employment of Covid marshals across the transport network in 2021-2022 to date?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 129.

SQ131 Cyber Security

131. What were the more serious vulnerabilities redacted from the Auditor General's Report and forwarded securely to the agencies?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

A planned course of action and progress made against the recommendations have been communicated to the Auditor-General. The highest risk vulnerabilities identified by the red team exercise have already been remediated, with work underway to progress a small number of remaining items, which require more complex and longer-term work.

Both Transport for NSW and Sydney Trains have robust cyber security governance structures involving detailed reporting and discussions, which are undertaken by executives with the appropriate specialist expertise. A technology steering committee, comprising members of the executive and key subject matter experts, provide oversight of information and operational technology functions. Independent Audit and Risk Committees also receive detailed cyber security updates from Transport's Chief Information Security Officer. Rigorous contractual compliance processes, including supplier risk assessments and contract audits, and vendor governance ensure security standards are met.

Transport for NSW and Sydney Trains comply with all mandatory requirements set out in the whole of government Cyber Security Policy. Monitoring of cyber security risks is also embedded in agency enterprise risk reporting, with detailed management and remediation of cyber risks delivered at an operational level. Transport for NSW and Sydney Trains continue driving a positive cyber security culture. Staff receive frequent communication about cyber security risks and participate in awareness raising activities, including with cyber security training, which was made mandatory for all staff in July 2021.

Underpinning Transport for NSW and Sydney Trains' cyber security defence is an unprecedented \$60 million investment in the Transport cluster's Cyber Defence Portfolio, with both agencies using a prioritised, risk-based approach to prioritise their portfolios; the progress of which is demonstrated by an increase in the maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ132 Cyber Security

132. Have all these vulnerabilities been identified and mitigated?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the

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SQ133 Cyber Security

133. How many of the external IT procurement contracts requested by the Auditor General was TfNSW not able to locate?

ANSWER

I am advised:

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SQ134 Cyber Security

134. Is it true that of the eight TfNSW contracts that were found and examined by the Auditor General, only two had been audited to confirm compliance with the stated security controls?

ANSWER

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135. Why has TfNSW not compiled a comprehensive list of its IT systems or classified its systems according to importance in line with the requirements of the CSP? Is there a plan to rectify this? When is a reliable and comprehensive identification of the 'Crown Jewels' expected?

ANSWER

I am advised:

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SQ136 Cyber Security

136. Given that Sydney Trains identified cyber risk as being one of its highest category risks and that The Sydney Trains Cyber Security Strategy and Roadmap was approved in December 2018, why did preliminary work on implementing the plan only begin in November 2019?

ANSWER

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SQ137 Cyber Security

137. Did this delay contribute to there being no approved business plan of implementation until February 2020?

ANSWER

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SQ138 Cyber Security

138. Did this lack of urgency lead to this identified risk being left exposed without dedicated mitigation on the required scale for an unacceptable length of time?

ANSWER

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SQ139 Cyber Security

139. Did this exposure contribute to the success of the cyber-attack on the 11th of June 2020 which caused a critical outage?

ANSWER

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SQ140 Cyber Security

140. Did the re-allocation of Project Le Brea to the CDP, at a cost of \$800,000, cause delays in other workstreams of the CDP which were already approved as part of the annual funding rounds?

ANSWER

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SQ141 Cyber Security

141. Was one of the workstreams impacted by this the Essential 8 workstream? Did this result in a delay in commencement from February 2021 to May 2021?

ANSWER

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SQ142 Cyber Security

142. While the CDP Steering Committee and CDP Board felt it was preferable to re-allocate resources to Project La Brea, what work was presented to either governance committee justifying why this was a superior way to allocate resources compared to the other workstreams which were de-prioritised?

ANSWER

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SQ143 Cyber Security

143. Is this indicative of a reactive allocation of CDP resources which does not fully take into account other potential sources of risk reduction?

ANSWER

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SQ144 Cyber Security

144. In September 2020, Transport IT reported five enterprise-level cyber security risks, all of which relate to cyber security. One of these risks is rated as very high or "unacceptable" and the other four rated as high or "undesirable". Transport IT has also identified a further seven divisional-level risks which are above the agency's risk tolerance. In the period since, how many of these identified risks have been eliminated or mitigated?

ANSWER

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SQ145 Cyber Security

145. How many of these risks are still rated "unacceptable" or "undesirable"?

ANSWER

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SQ146 Cyber Security

146. For the "unacceptable" risk noted above, Sydney Trains had identified all of the controls designed for each of the potential causes as either partially effective or ineffective. Is there a plan in place to rectify this and what are the costs and timings?

ANSWER

I am advised:

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SQ147 Cyber Security

147. Because the Essential 8 provide the controls which are most commonly able to deter cyber-attacks, both TfNSW and Sydney Trains have set target maturity ratings for the Essential 8, however little progress was made between the 2019 and 2020 in achieving these targets. As this leaves both agencies having maturity at a low level and potentially exposing them to a cyber security attack, what is being done to urgently increase the Essential 8 maturity of both agencies?

ANSWER

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Transport for NSW and Sydney Trains comply with all mandatory requirements set out in the whole of government Cyber Security Policy. Monitoring of cyber security risks is also embedded in agency enterprise risk reporting, with detailed management and remediation of cyber risks delivered at an operational level. Transport for NSW and Sydney Trains continue driving a positive cyber security culture. Staff receive frequent communication about cyber security risks and participate in awareness raising activities, including with cyber security training, which was made mandatory for all staff in July 2021.

Underpinning Transport for NSW and Sydney Trains' cyber security defence is an unprecedented \$60 million investment in the Transport cluster's Cyber Defence Portfolio, with both agencies using a prioritised, risk-based approach to prioritise their portfolios; the progress of which is demonstrated by an increase in the maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ148 Cyber Security

148. When are the targets expected to be met?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ149 Cyber Security

149. Is it the case that Sydney Trains has not met its target ratings across the mandatory CSP requirements?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

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SQ150 Cyber Security

150. Is it the case that TfNSW has not met its target ratings across the mandatory requirements for its Group IT ISMS (Information Security Management Systems)?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

A planned course of action and progress made against the recommendations have been communicated to the Auditor-General. The highest risk vulnerabilities identified by the red team exercise have already been remediated, with work underway to progress a small number of remaining items, which require more complex and longer-term work.

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151. Is it the case that TfNSW has not even reviewed its CSP mandatory requirement targets to determine if a higher target level may be more appropriate?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ152 Cyber Security

152. Given that the Auditor General's report stated that "It is important for senior management to set cyber security objectives as a demonstration of leadership and a commitment to cyber security", what is being done to remedy these major shortcomings?

ANSWER

I am advised:

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maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ153 Cyber Security

153. Is it true that that the Auditor General found that TfNSW's and Sydney Trains' risk identification processes are not identifying all potential risks?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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Portfolio, with both agencies using a prioritised, risk-based approach to prioritise their portfolios; the progress of which is demonstrated by an increase in the maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ154 Cyber Security

154. Did the Auditor General identify significant cyber risks and weaknesses that were undetected by Sydney Trains and TfNSW?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ155 Cyber Security

155. Does this indicate that cyber security risk identification is at best only partially effective?

ANSWER

I am advised:

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SQ156 Cyber Security

156. Were the more serious vulnerabilities redacted from the Auditor General's Report and forwarded securely to the agencies?

ANSWER

I am advised:

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SQ157 Cyber Security

157. Have all these vulnerabilities been identified and mitigated?

ANSWER

I am advised:

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SQ158 Cyber Security

158. If not, what is the expected timeline for when they might be?

ANSWER

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SQ159 Cyber Security

159. Do you agree that effective risk management relies on regular and comprehensive communication of risk information to decision makers so they can make fully-informed decisions?

ANSWER

I am advised:

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SQ160 Cyber Security

160. Do you agree that not sharing detailed information with agency executives as stipulated by CSP requirement 2.3, limits the information available to make strategic cyber security decisions, such as which risks need further mitigation and the level of investment required for that mitigation?

ANSWER

I am advised:

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SQ161 Cyber Security

161. Why is the comprehensive information in your divisional cyber security risk registers not shared with agency executives?

ANSWER

I am advised:

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SQ162 Cyber Security

162. The risk profile provided to TfNSW executives doesn't provide comprehensive information like the key risks attached to each vulnerable area, information on the implementation and effectiveness of controls or the key controls in place for the risks. Why not?

ANSWER

I am advised:

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SQ163 Cyber Security

163. While far below the standard of detail required by the CSP, this risk information is nevertheless supposed to be presented to TfNSW executives on a quarterly basis. Why was it only presented once in 2020?

ANSWER

I am advised:

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Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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Both Transport for NSW and Sydney Trains have robust cyber security governance structures involving detailed reporting and discussions, which are undertaken by executives with the appropriate specialist expertise. A technology steering committee, comprising members of the executive and key subject matter experts, provide oversight of information and operational technology functions. Independent Audit and Risk Committees also receive detailed cyber security updates from Transport's Chief Information Security Officer. Rigorous contractual compliance processes, including supplier risk assessments and contract audits, and vendor governance ensure security standards are met.

Transport for NSW and Sydney Trains comply with all mandatory requirements set out in the whole of government Cyber Security Policy. Monitoring of cyber security risks is also embedded in agency enterprise risk reporting, with detailed management and remediation of cyber risks delivered at an operational level. Transport for NSW and Sydney Trains continue driving a positive cyber security culture. Staff receive frequent communication about cyber security risks and participate in awareness raising activities, including with cyber security training, which was made mandatory for all staff in July 2021.

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SQ164 Cyber Security

164. Given that Sydney Trains has rated cyber security risks at the highest risk category (unacceptable), why, from late 2020 onwards, have Sydney Trains executives stopped receiving detailed information, specifically on planned mitigations?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex

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SQ165 Cyber Security

165. Without this detailed information how can they make informed decisions or determine whether additional actions are needed to address the risks?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ166 Cyber Security

166. By not reporting to agency executives about cyber security on a detailed and consistent basis, isn't it true that TfNSW and Sydney Trains are not fostering a culture where cyber security risk management is an important and valued aspect of decision-making, as required by the CSP?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the

context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ167 Cyber Security

167. Is this lack of emphasis on clear, regular and comprehensive information sharing a long-standing departmental practice, an oversight or a ministerial directive?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ168 Cyber Security

168. The CSP advises that each agency's Chief Information Security Officer (CISO) should attend agency risk committee meetings as an advisor or member. Given that TfNSW has assessed cyber risk at the highest available level, why did the TfNSW CISO attend only two of five ARC meetings in 2020?

ANSWER

I am advised:

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169. When the Sydney Trains Security Governance Committee (ISGC) was reformed in 2020 to bring together IT and OT governance, why was it not given a formal Terms of Reference allowing it to operate as part of the Sydney Trains governance structure?

ANSWER

I am advised:

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SQ170 Cyber Security

170. Why are none of the Chief Executive's direct reports part of this committee or even attend its meetings?

ANSWER

I am advised:

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maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ171 Cyber Security

171. The contracts used by TfNSW for third-party IT providers include security controls and right-to-audit clauses. How many times since June 2020 has TfNSW conducted these audits on its third-party providers?

ANSWER

I am advised:

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Portfolio, with both agencies using a prioritised, risk-based approach to prioritise their portfolios; the progress of which is demonstrated by an increase in the maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ172 Cyber Security

172. Is it true that of the eight TfNSW contracts examined by the Auditor General, only two had been audited to confirm compliance with the stated security controls?

ANSWER

I am advised:

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SQ173 Cyber Security

173. Sydney Trains has risk assessed all its IT suppliers and has conducted a deep-dive risk analysis of its top ten highest risk suppliers. Has TfNSW done the same?

ANSWER

I am advised:

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SQ174 Cyber Security

174. How many of the external IT procurement contracts requested by the Auditor General was TfNSW able to locate?

ANSWER

I am advised:

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SQ175 Cyber Security

175. Is it true that several other documents, such as contract management plans, requested as part of the audit could also not be located?

ANSWER

I am advised:

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SQ176 Cyber Security

176. Do you agree that these poor document handling practices limit TfNSW's ability to effectively oversee service providers and ensure they are implementing agreed controls?

ANSWER

I am advised:

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SQ177 Cyber Security

177. Do you agree that it also limits public transparency on the effectiveness of these controls?

ANSWER

I am advised:

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SQ178 Cyber Security

178. What plans if any have either of the agencies implemented to rectify these issues?

ANSWER

I am advised:

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SQ179 Cyber Security

179. Is TfNSW responsible for implementing regular cyber security education for all employees and contractors in the whole Transport cluster, including Sydney Trains, under mandatory requirement 2.1 in the CSP?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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steering committee, comprising members of the executive and key subject matter experts, provide oversight of information and operational technology functions. Independent Audit and Risk Committees also receive detailed cyber security updates from Transport's Chief Information Security Officer. Rigorous contractual compliance processes, including supplier risk assessments and contract audits, and vendor governance ensure security standards are met.

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SQ180 Cyber Security

180. Does TfNSW make training mandatory for most staff and does it require staff to repeat training regularly?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

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SQ181 Cyber Security

181. Among those staff who have been assigned the training, what are the completion rates?

ANSWER

I am advised:

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SQ182 Cyber Security

182. Both TfNSW and Sydney Trains have the same mandatory cyber awareness training that is automatically assigned to new starters. Is this training mandatory for existing and ongoing staff?

ANSWER

I am advised:

Transport for NSW and Sydney Trains recognise that cyber defence capability involves an evolving suite of security controls and continual improvement in the context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

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SQ183 Cyber Security

183. Given that the Cyber Safety training module is mandatory for new starters, what percentage of staff assigned the course had completed it by January 2021?

ANSWER

I am advised:

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SQ184 Cyber Security

184. What percentage of all staff across the Transport cluster had been assigned the Cyber Safety training as of January 2021?

ANSWER

I am advised:

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SQ185 Cyber Security

185. What percentage of the staff across the Transport cluster had completed this Cyber Safety training as of January 2021?

ANSWER

I am advised:

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context of the current cyber security environment. This challenge is faced by all types of organisations and governments worldwide.

Transport for NSW and Sydney Trains welcome the recommendations of the Auditor-General as measures that support existing efforts already underway to boost cyber security maturity across one of Australia's largest and most complex government clusters. Transport for NSW and Sydney Trains were transparent and co-operative in assisting the Audit Office.

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SQ186 Cyber Security

186. Do these figures indicate that TfNSW is effectively rolling out cyber security training across the cluster?

ANSWER

I am advised:

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SQ187 Cyber Security

187. In December 2020, the Department of Customer Service released 'DCS-2020-05 Cyber Security NSW Directive - Practice Requirement for NSW Government', which made annual cyber security training mandatory for all staff from 2021. In line with this requirement, what percentage of staff across the Transport cluster have now completed this training as of today's date?

ANSWER

I am advised:

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188. When TfNSW did a 'spot the scammer' exercise in 2019 by sending fake phishing emails to all staff to check the click through rate, what percentage of staff clicked through?

ANSWER

I am advised:

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SQ189 Cyber Security

189. When Sydney Trains executed a similar exercise in 2019, what percentage of ST staff clicked through?

ANSWER

I am advised:

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maturity of essential cyber controls in annual reporting to Cyber Security NSW since reporting commenced in 2019.

SQ190 Cyber Security

190. Are you aware that a click through rate in excess of 20% is considered “very high”?

ANSWER

I am advised:

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SQ191 Cyber Security

191. When similar exercises were performed in 2020 what were the click through percentages for both TfNSW and Sydney Trains?

ANSWER

I am advised:

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SQ192 Cyber Security

192. Is it possible that the low levels of cyber awareness education and this very high susceptibility to cyber scammers are symptomatic of agency wide cultures of cyber security complacency in TfNSW and Sydney Trains?

ANSWER

I am advised:

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SQ193 Kamay Ferry Wharves

193. What is the length of the proposed wharf at La Perouse?

ANSWER

I am advised:

This information is publicly available.

SQ194 Kamay Ferry Wharves

194. What is the width of the proposed wharf at La Perouse?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 16.

SQ195 Kamay Ferry Wharves

195. What is the largest class of vessel the wharf at La Perouse as proposed will be able to service?

ANSWER

I am advised:

It is too early to speculate.

SQ196 Kamay Ferry Wharves

196. What is the length of the proposed wharf at Kurnell?

ANSWER

I am advised:

This information is publicly available.

SQ197 Kamay Ferry Wharves

197. What is the width of the proposed wharf at Kurnell?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 16.

SQ198 Kamay Ferry Wharves

198. What is the largest class of vessel the wharf at Kurnell as proposed will be able to service?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ199 Kamay Ferry Wharves

199. What class of ferry does Transport for NSW anticipate will operate on the route?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ200 Kamay Ferry Wharves

200. What does the NSW Government anticipate will be the annual maintenance costs for the wharves once constructed?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ201 Kamay Ferry Wharves

201. What are the estimated annual cost of subsidising operations of the ferry service?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ202 Kamay Ferry Wharves

202. At what locations is Transport for NSW investigating building a wharf for the purposes of providing a link to Sydney Airport?

ANSWER

I am advised:

The NSW Government is not currently investigating building a ferry wharf to provide a link to Sydney Airport.

SQ203 First Fleet Ferries

203. What was the total cost of refurbishing and refitting the First Fleet Class Ferries?

ANSWER

I am advised:

The cost of the First Fleet Life Extension Program is included in the overall cost of the Ferry System contract between Transport for NSW and Transdev Sydney Ferries.

This information is publicly available on the NSW Government eTendering website.

SQ204 First Fleet Ferries

204. Is it true that since the refit, the ferries have smaller engines and the propellers have been shaved?

ANSWER

I am advised:

The ferries engines have been replaced as part of the First Fleet Life Extension Program. The power rating of the engines have not been reduced, with the new engines maintain a power rating of 331 kilowatts at an engine speed of 1,800 revolutions per minute. The new engines also deliver better environmental outcomes including reduced carbon emissions.

The propeller diameter was reduced in order to optimise emergency stopping distance and reduce fuel consumption.

SQ205 First Fleet Ferries

205. Since the refit, have the ferries lost considerable service speed?

ANSWER

I am advised:

Following the First Fleet Life Extension, the fleet will continue to be able to operate at their standard operating speed of 12 knots.

SQ206 First Fleet Ferries

206. Has testing shown that since the refit, there is a loud thump when the ferries' gears are engaged?

ANSWER

I am advised:

An overhaul of the vessel's transmission is carried out as part of the First Fleet Life Extension Program. This overhaul has eliminated gear slip during gear change and achieved a more positive gear engagement during transmission.

SQ207 First Fleet Ferries

207. Why was the decision taken to refit the ferries and why were smaller engines and propellers, with their attendant drop in performance, approved?

ANSWER

I am advised:

The First Fleet Life Extension Program is significantly improving the customer amenity offered by the fleet and is bringing the vessels into line with more modern fleet, such as the Emerald Class.

The program has also been designed to address a number of safety, reliability, environmental and maintenance requirements to ensure the vessels will continue to operate safely and reliably for an additional 10 years beyond their original design life.

There has been no reduction in vessel performance as a result of these upgrades to the fleet.

SQ208 Industrial Relations

208. How much has NSW Trains, Sydney Trains and TfNSW spent on the workplace conduct unit in the last 12 months?
(a) How much has been spent on litigation and hearings, in the Fair Work Commission or the Federal Court?

ANSWER

I am advised:

The Workplace and Conduct Unit provides investigative services for serious misconduct and fraud and corruption matters across Transport.

To ensure independence, these investigations are mostly outsourced to expert companies.

The NSW Government Legal Services Panel Annual Reports provide an overview of each financial year and include information in relation to total billings.

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

The 2020-21 NSW Government Legal Services Panel Annual Report is not yet available.

SQ209 Legal Expenditure

209 What is the total budget allocation for legal advice for Standing Order 52 'Order for the Production of Papers?'
(n) How much was spent in each month in 2020-2021?
(o) Which law firms were engaged to provide advice?
(p) Was the legal advice accepted and applied in each case?
(q) If not, which return for Standing Order 52 did not accept and apply the legal advice provided?
(r) If this level of information is publicly available, to this level of detail, where is it made available and in what format?

ANSWER

I am advised:

The NSW Government Legal Services Panel Annual Reports provide an overview of each financial year and include information in relation to total billings.

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

The 2020-21 NSW Government Legal Services Panel Annual Report is not yet available.

SQ210 Manly Ferries

210. Have the new Emerald Class Ferries been tested in rough weather on the Manly to Circular Quay run?

ANSWER

I am advised:

The Second Generation Emerald Class ferries travelled in open water from Port Macquarie to Sydney on 31 July 2021. Since then, the vessels have been subject to a number of trials in Sydney Harbour and will continue to be tested and trialled as part of operational readiness activities prior to service.

This testing will occur in a range of scenarios and conditions. The vessels have been specifically designed for operation on the F1 Manly to Circular Quay route and can operate in swells of up to 4.5 metres.

SQ211 Manly Ferries

211. The New Emerald Class Ferries are rated to withstand a 4.5 metre rolling ocean swell, have they been tested in more erratic wind-swell conditions like those that regularly prevail in the Manly to Circular Quay run?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ212 Manly Ferries

212. Have they been tested to withstand rogue waves of up to 7 metres that occur occasionally on the Harbour crossing?

(a) If so, what was the result?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ213 Manly Ferries

213. What is the total cost so far of building, repurposing, testing, fixing, re-testing and delivering the second-Generation Emerald Class Ferries to replace the existing Freshwater class Manly Ferries?

ANSWER

I am advised:

The cost of the new fleet forms part of the overall value of the Ferry System Contract between Transport for NSW and Transdev Sydney Ferries. The value of this contract is publicly available on the NSW Government eTendering website.

Costs arising from any work to remediate defects or undertake improvements are a commercial matter for Transdev Sydney Ferries and the NSW Government has no liability for, or exposure to, costs arising from these works.

SQ214 Manly Ferries

214. What was the cost of strengthening the second-generation Emerald Class to repurpose them for the Harbour crossing and what are the annual extra fuel costs and emissions of adding five tonnes of hull reinforcement to the weight of these ferries?

ANSWER

I am advised:

The cost of the new fleet forms part of the overall value of the Ferry System Contract between Transport for NSW and Transdev Sydney Ferries. The value of this contract is publicly available on the NSW Government eTendering website.

The three Second Generation Emerald Class vessels have been specifically designed for operations between Circular Quay and Manly. Owing to the larger swells experienced crossing Sydney Heads, additional structural reinforcements have been added to the vessels. These modifications to the First Generation design will allow the new fleet to operate in swells of up to 4.5 metres, rather than the 2.5 metre swell limit applied to First Generation Emerald Class vessels.

Transport for NSW understands that the additional weight amounts to approximately 4.2 tonnes. Even with this additional weight, the Second Generation Emerald Class vessels will still use 30 per cent less fuel on average per operating hour than the Freshwater Class vessels, and complete more services for customers over the same time period due to the faster operating speed of the fleet.

In addition, the engines on the new Emerald Class meet International Maritime Organisation (IMO) Tier 3 emissions controls (the Freshwater Class engines pre-date even the first tier of these controls). This will also significantly reduce nitrous

oxide and particulate matter emissions. Black smoke emissions at maximum output will be reduced by about 90 per cent.

SQ215 Manly Ferries

215. What is the cost of adapting the wharves at Circular Quay and Manly so that the ferries can be safely loaded and unloaded at low tide?

ANSWER

I am advised:

Transdev Sydney Ferries is responsible for any wharf modifications or equipment required to support Emerald Class operation on the F1 Manly route. The cost of any adaptations to wharves is a commercial matter for Transdev Sydney Ferries.

SQ216 Manly Ferries

216. Is the plan to suspend the Manly Ferry Services on windy days, in rough weather and at low tide?

ANSWER

I am advised:

I refer you to the answer given by Mr Collins at the hearing.

SQ217 Manly Ferries

217. What alternatives are commuters being offered?

ANSWER

I am advised:

As is the case with the existing Freshwater Class ferries, there are times when the Manly ferry services need to be suspended due to weather or swell conditions.

When services need to be suspended, alternative bus services are operated between Circular Quay and Manly.

SQ218 Manly Ferries

218. What is the total passenger capacity of the three new ferries?

ANSWER

I am advised:

Each of the Second Generation Emerald Class ferries has capacity for 400 customers.

SQ219 Manly Ferries

219. What is the total passenger capacity of the four Freshwater ferries?

ANSWER

I am advised:

The four Freshwater Class ferries each have a legal survey capacity of 1,100 passengers, however for operational reasons boarding of customers is stopped once a count of 950 passengers has been reached.

SQ220 Manly Ferries

220. When is in-service testing expected to be completed?

ANSWER

I am advised:

Acceptance and handover of the Second Generation Emerald Class vessels is occurring throughout September and October 2021.

As handover occurs, a program of eight weeks operational readiness activities will take place before the commencement of passenger services.

SQ221 Manly Ferries

221. What work has been done to investigate costs and timings for electrifying the Ferry Fleet including installation of recharging stations on wharves?

ANSWER

I am advised:

Transport for NSW is monitoring developments in the maritime industry and trials of new ferry technology, with a view to informing and supporting the transition to lower emission and eventually zero emission ferry operations in NSW.

SQ222 Manly Ferries

222. What is the cost of upgrading the Freshwater fleet with Diesel/Electric or Electric Plant engines to achieve emissions and fuel cost savings superior to the Emerald Class?

ANSWER

I am advised:

Transport for NSW has not assessed the feasibility or cost of this project.

The Emerald Class operation will provide customers travelling between Manly and Circular Quay with faster and more frequent services, better on board amenity that meets the latest standards, service capacity in line with demand across the year, reduction in pollution and emissions, as well as a reduced cost to the community.

SQ223 Manly Ferries

223. Can the Emerald Class vessels be electrified in the future?

ANSWER

I am advised:

It may be possible to electrify the Emerald Class fleet in the future, although this would need to be subject to a technical feasibility study and business case assessment. Transport for NSW is yet to assess the feasibility or cost of this project.

SQ224 Manly Ferries

224. Given the projected rise in the use of electric bikes, and the recent refitting of Washington State Ferries to accommodate carriage of these bikes, have the Emerald Class vessels been designed with this capacity in mind?

ANSWER

I am advised:

The Emerald Class are fitted with bike racks for up to 17 conventional bikes. The bike racks have the capacity to accommodate bikes of various sizes, and many electric bikes would be able to be accommodated by these racks.

Standard general purpose electrical outlets are located throughout the passenger cabin of the Emerald Class fleet for customer use. Many electric bike batteries are removable for charging, and customers may use their own equipment to charge their electric bike batteries using these outlets during their journey.

SQ225 Manly Ferries

225. How many days a year are conditions beyond the capacity of the new ferries expected?

ANSWER

I am advised:

The ability to operate services between Circular Quay and Manly, which involves crossing Sydney Heads, is affected by a variety of factors, including wave height, period and direction.

Generally the main consideration with respect to the suspension of ferry services relates to passenger comfort, with services usually suspended when swells reach between 4 – 4.5 metres.

It is expected that the Second Generation Emerald Class will provide a similar level of service reliability to what customers have historically experienced.

SQ226 Manly Ferries

226. Are commuters being offered alternative transport on these days?

ANSWER

I am advised:

There is no planned change to the longstanding practice of providing alternative bus services when Manly ferry services are suspended due to weather or large swells. These bus services operate directly between Circular Quay and Manly.

SQ227 Manly Ferries

227. What is the expected cost of these alternatives?

ANSWER

I am advised:

Transdev Sydney Ferries is responsible for the operation of ferry replacement bus services. The cost of providing these services is a commercial matter for Transdev Sydney Ferries.

SQ228 Manly Ferries

228. How long is the work on adapting the wharves at Circular Quay and Manly to allow safe loading and unloading at low tide expected to take?

ANSWER

I am advised:

Works to adapt the wharves at Circular Quay and Manly in response to Emerald Class operations on the F1 Manly route are not planned.

Transdev Sydney Ferries has procured modified gangways to address the interface between Emerald Class vessels and wharves for dedicated Manly – Circular Quay operations. The gangway design considers the vessel's freeboard as well as tidal ranges in its design.

SQ229 Manly Ferries

229. If this work is not undertaken, is the plan to simply suspend services for the hour surrounding low tide?

ANSWER

I am advised:

Ferry services are expected to be able to operate between Circular Quay and Manly under all tidal conditions.

SQ230 Manly Ferries

230. Will commuters be offered alternative transport at these times?

ANSWER

I am advised:

Ferry services are expected to be able to operate between Circular Quay and Manly under all tidal conditions.

SQ231 Manly Ferries

231. What is the projected cost of running these 'low tide' buses?

ANSWER

I am advised:

Ferry services are expected to be able to operate between Circular Quay and Manly under all tidal conditions.

SQ232 Manly Ferries

232. Is the Government planning to maintain at least three of the Freshwater ferries in working order until the Emerald Class have proved themselves over time in all weather conditions?

ANSWER

I am advised:

Transdev Sydney Ferries is responsible for the reliable operation of ferry services across the Sydney Ferries network.

The Emerald Class Second Generation vessels have been specifically procured for operation between Circular Quay and Manly. The new fleet platform has been subject to Finite Element Analysis and the vessels are expected to perform as designed.

SQ233 Mental Health and Wellbeing

233. How many Workers Compensation Claims have Transport received in 2020-2021 for psychological injury?

ANSWER

I am advised:

Total claims:

Agency	FY2020-21	% of total Staff
TfNSW	47	0.37%
Sydney Trains	75	0.70%
NSW Trainlink	68	3.30%
State Transit Authority	12	0.37%

SQ234 Mental Health and Wellbeing

234. How many Workers Compensation Claims have Transport received to date in 2021-2022 for psychological injury?

ANSWER

I am advised:

Between 1 July 2021 and 15 September 2021, 33 claims were reported for psychological injuries across the Transport cluster.

SQ235 Mental Health and Wellbeing

235. How many staff have been directly assisted with these funds in 2020-2021?

ANSWER

I am advised:

In the 2020-2021 financial year, 1,078 staff have been assisted with workers compensation funds.

SQ236 Mental Health and Wellbeing

236. How many staff have been directly assisted with these funds to date in 2020-2021?

ANSWER

I am advised:

In the 2020-2021 financial year, 1,078 staff have been assisted with workers compensation funds.

SQ237 Mental Health and Wellbeing

237. What is the comparative rate for the Public Service in General?

ANSWER

I am advised:

Transport for NSW does not hold this information.

SQ238 Mental Health and Wellbeing

238. How many workers in Transport are currently on workers compensation?

ANSWER

I am advised:

As at 15 September 2021, there are approximately 839 workers across the Transport Cluster receiving workers compensation.

SQ239 Mental Health and Wellbeing

239. What are the 10 largest mechanisms of injury or cause of injury for those on workers compensation in Transport?

ANSWER

I am advised:

The 10 largest mechanisms in the 2020-21 financial year were:

- Body Stressing
- Falls, trips and slips of a person
- Mental Stress
- Sound and Pressure
- Hitting objects with a part of the body
- Being hit by moving objects
- Vehicle incidents and other
- Biological factors
- Heat, electricity and other environmental factors
- Chemicals and Other substances

SQ240 Mental Health and Wellbeing

240. What is the average length of time for Transport workers on workers compensation to return to work?

ANSWER

I am advised:

Transport for NSW is unable to provide this information.

SQ241 Mental Health and Wellbeing

241. How many staff who had a clearance to return to work or part time work, but were unable during the year?

ANSWER

I am advised:

This information is not available in the form requested.

SQ242 Mental Health and Wellbeing

242. What is the total cost of workers compensation for Transport?

ANSWER

I am advised:

This information is publicly available in the Transport for NSW Annual Reports on the Transport for NSW website.

SQ243 New InterCity Fleet

243. What was the original budgeted cost of the New Intercity Fleet?

ANSWER

I am advised:

This information is publicly available on the NSW Treasury website.

SQ244 New InterCity Fleet

244. What is the total cost of this project to date?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 243.

SQ245 New InterCity Fleet

245. What, if any, is the projected overrun?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 243.

SQ246 New Intercity Fleet

246. What component of the cost was as a result of these trains not fitting railway tunnels in the Blue Mountains?

ANSWER

I am advised:

This expenditure is within the \$2.8 billion budget for the project.

SQ247 New Intercity Fleet

247. What component of the cost was due to these trains being too long for platforms at existing railway stations?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 246.

SQ248 New InterCity Fleet

248. What is the final projected cost of the NIF once in service?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 243.

SQ249 New InterCity Fleet

249. Is there a provision for late fees to be paid in the contract for delivery of the trains?

- (a) If so, who has to pay the late fees?
- (b) How much are the late fees?
- (c) How much money has Transport for NSW paid or received in late fees?

ANSWER

I am advised:

I refer you to the answer to LC 5097.

SQ250 New Intercity Fleet

250. How much has been spent on modifying the tracks, stations and stabling facilities for New InterCity Fleet?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 246.

SQ251 New Intercity Fleet

251. How much money has the Government spent on testing and commissioning the New InterCity Fleet?

ANSWER

I am advised:

Testing and commissioning of the New Intercity Fleet is a deliverable of RailConnect – the consortium responsible for designing, building and maintaining the new fleet.

RailConnect costs are Commercial in Confidence.

Testing and commissioning costs for all new New Intercity Fleet trains on all lines, are wholly included within the contract value of \$2.43 billion. This includes the cost of 554 carriages and maintenance for the first 15 years.

SQ252 New Intercity Fleet

252. How much money has the Government spent on testing and commissioning the New Intercity Fleet for the South Coast Line?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 251.

SQ253 New Intercity Fleet

253. When will the New Intercity Fleet start operating on the South Coast line?

ANSWER

I am advised:

Extensive testing, commissioning and operational readiness activities have been completed and the Mariyung Fleet is ready for customer service on the Central Coast and Newcastle Line.

A timeline for when the trains will start operating on the Blue Mountains and South Coast lines will be determined after more trains are delivered and further testing completed.

SQ254 New Intercity Fleet

254. What specifically have those funds been spent on?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 251.

SQ255 New Intercity Fleet

255. How much has been spent on the New Intercity Fleet “project team” including contractors, consultants and admin staff?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 246.

SQ256 New Intercity Fleet

256. What was the total cost of Metcalfe Report which reviewed the New InterCity Fleet?

ANSWER

I am advised:

The cost of the Metcalfe Report is Commercial in Confidence

SQ257 New Intercity Fleet

257. What is the latest estimated delivery date?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 253.

SQ258 New Intercity Fleet

258. Have the new trains for the New InterCity Fleet been stabled at Mount Victoria and Lithgow?

ANSWER

I am advised:

Yes.

SQ259 New Intercity Fleet

259. Where else have they been stabled?

ANSWER

I am advised:

Stabling locations have been allocated and occupied by Mariyung trains at Lithgow, Enfield and Mt Victoria, with new trains to be cycled through these locations in

order to maintain the provisionally accepted Mariyung trains prior to entering passenger service.

Mariyung trains are also being stored at commissioning and maintenance facilities at Eveleigh and Kangy Angy.

SQ260 New Intercity Fleet

260. What has been the total cost of stabling these trains?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 246.

SQ261 New Intercity Fleet

261. Do the trains have to be powered for the whole time that they are stable?

ANSWER

I am advised:

Continuous power to trains during stabling is not essential.

SQ262 New Intercity Fleet

262. What has been the electricity costs for stabling the trains?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 246.

SQ263 New Intercity Fleet

263. How many stations have been upgraded to accommodate the length of the New Intercity Fleet?

ANSWER

I am advised:

This information is publically available on the Transport for NSW website.

SQ264 New Intercity Fleet

264. How many more stations need to be upgraded to accommodate the length of the New Intercity

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 263.

SQ265 New Intercity Fleet

265. Can you guarantee that the NIF trains will be completely safe given that guards will no longer be able to closely monitor platforms on arrival and departure due to the door interlocking system, which prevents guards physically viewing platforms and solely relying on CCTV?

ANSWER

I am advised:

I refer you to the answer given by Mr Sharp at the hearing.

SQ266 New Intercity Fleet

266. Why did NSW Trains take the unprecedented step of suing rail workers and their Union in the Federal Court and seeking declarations, which would force workers to crew the New Intercity Fleet, regardless of the well-documented safety concerns of those workers?

ANSWER

I am advised:

NSW TrainLink is committed to ongoing consultation and discussions with staff and unions concerning the introduction of the new fleet.

Transport for NSW and NSW TrainLink will always engage with staff and unions in good faith and in line with industrial relations legislation and regulations.

SQ267 New Intercity Fleet

267. How much did the entire legal action cost the taxpayer? Please include the specific costs for:

- (a) Mr Ian Neil
- (b) Mr Simon Meehan
- (c) Mr Michael Seck
- (d) Ms Renae Kumar
- (e) Solicitors Lander and Rogers, including Mr Tony Woods

ANSWER

I am advised:

I refer you to the answer to Question on Notice 50.

SQ268 New Intercity Fleet

268. What was the entire cost of NSW Trains and Sydney Trains legal action specifically in relation to the RTBU's application to take Protected Industrial Action to the taxpayer?

ANSWER

I am advised:

The NSW Government Legal Services Panel Annual Reports provide an overview of each financial year and include information in relation to total billings.

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

The 2020-21 NSW Government Legal Services Panel Annual Report is not yet available.

SQ269 New Intercity Fleet

269 Please detail the specific cost of all legal counsel and solicitors including but not limited to:

- (a) Mr Andrew Gotting
- (b) Solicitors by Lander and Rogers, including Mr Tony Woods
- (c) Ms Vanja Bulut
- (d) Seyfarth Shaw Solicitors, including Mr Chris Gardner

ANSWER

I am advised:

I refer you to the answer to Question on Notice 51.

SQ270 New Intercity Fleet

270. NSW Trains is engaging in further proceedings relating to an injunction in the Federal Court to prevent a local workplace dispute from being conciliated by the Fair Work Commission. Can you please provide the total cost of this to taxpayers so far?

ANSWER

I am advised:

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

The NSW Government Legal Services Panel Annual Report for 2019-2020 is available and the 2020-2021 financial year is currently being prepared.

SQ271 New Intercity Fleet

271. Please detail the specific cost of all legal counsel and solicitors including but not limited to:

- (a) Mr Ian Neil
- (b) Mr Simon Meehan,
- (c) Mr Michael Seck
- (d) Ms Renae Kumar
- (e) Solicitors Lander and Rogers, including Tony Woods

ANSWER

I am advised:

I refer you to the answer to Question on Notice 50.

SQ272 New Intercity Fleet

272. Did NSW Trains link engage any legal firms not on procurement list for the NSW Government?

- (a) If so, why?
- (b) What firms were they?

ANSWER

I am advised:

Yes

- (a) To provide advice on the NSW TrainLink enterprise agreement.
- (b) Seyfarth Shaw.

SQ273 New Intercity Fleet

273. What is the current wages policy is for public sector employees?

- (a) Does that same policy apply to employees covered by federal enterprise agreements?

ANSWER

I am advised:

The NSW Public Sector Wages Policy 2021 is publically available.

Federal enterprise agreements are a matter for the Australian Government.

SQ274 New Intercity Fleet

274. In relation to the New Intercity Fleet, please provide a breakdown of the total cost of all enhancements, modifications, upgrades, repairs and alterations required as a result of the implementation of the New Intercity Fleet, including:

- (a) Platform modifications
- (b) Tunnel modifications
- (c) Changes to Safety Procedures
- (d) Regulatory Changes
- (e) Independent reviews and evaluations
- (f) Legal Costs,
- (g) Specifically court action against staff and their unions.

ANSWER

I am advised:

I refer you to the answers to Question on Notice 48 and Supplementary Questions 246 and 267.

SQ275 Parramatta Light Rail Stage 2

275. Is the latest inquiry, announced in late July, due to report before the next election?

ANSWER

I am advised:

This is a matter for the Committee.

SQ276 Parramatta Light Rail Stage 2

276. Has any investigation been carried out into the impact of the uncertainty this delay and stop-start decision making is having on businesses who have made investment decisions in the corridor?

ANSWER

I am advised:

Stage 2 of the Parramatta Light Rail will support the vision for Greater Parramatta to the Olympic Peninsula becoming a true city at the geographic and demographic heart of Greater Sydney.

Transport for NSW is currently focusing on the planning and development work for Stage 2, as well as the development of the Environmental Impact Statement. The project team will continue to engage with businesses along the proposed corridor.

SQ277 Parramatta Light Rail Stage 2

277. Is there a plan to compensate them for the loss of trade?
(a) what is the estimated cost?

ANSWER

I am advised:

Transport for NSW continues to provide business support for businesses impacted by Stage 1 of the Parramatta Light Rail project through a range of measures including campaigns, marketing, business activation and free advisory services to manage the impact of construction. This support will also be considered for the construction phase of Stage 2 of the Parramatta Light Rail project.

SQ278 Parramatta Light Rail Stage 2

278. Were any red flags raised that the company who held the land in Camellia had only held it for 6 months and was interested only in 'flipping' it?

ANSWER

I am advised:

The acquisition of this land has been to the Independent Commission Against Corruption. As such, it would not be appropriate to comment further.

SQ279 Parramatta Light Rail Stage 2

279. Is it standard practice to approve such a large investment in former industrial land without an environmental survey?

ANSWER

I am advised:

The acquisition of this land has been referred to the Independent Commission Against Corruption. As such, it would not be appropriate to comment further.

SQ280 Parramatta Light Rail Stage 2

280. Is it standard practice to approve such a large investment without a valuation?

ANSWER

I am advised:

The acquisition of this land has been referred to the Independent Commission Against Corruption. As such, it would not be appropriate to comment further.

SQ281 Parramatta Light Rail Stage 2

281. Who is the person who gave the final sign off on the decision to procure the Camellia site?

ANSWER

I am advised:

The acquisition of this land has been referred to the Independent Commission Against Corruption. As such, it would not be appropriate to comment further.

SQ282 Parramatta Light Rail Stage 2

282. How long will the cleaning and remediation of the site take?

ANSWER

I am advised:

Remediation and ground improvement works for the site at 6 Grand Avenue, Camellia are expected to be completed by the end of 2021.

SQ283 Parramatta Light Rail Stage 2

283. What is the estimated cost?

ANSWER

I am advised:

This information is publicly available on the NSW Government eTendering and Transport for NSW websites.

SQ284 Parramatta Light Rail Stage 2

284. What part of the TfNSW budget will this money come from?

ANSWER

I am advised:

Remediation and ground improvement works for the site at 6 Grand Avenue, Camellia is part of the \$2.4 billion Stage 1 of the Parramatta Light Rail.

SQ285 Parramatta Light Rail Stage 2

285. What other projects are being delayed, downsized or cancelled to pay for the remediation?

ANSWER

I am advised:

Remediation and ground improvement works for the site at 6 Grand Avenue, Camellia is part of the \$2.4 billion Stage 1 of the Parramatta Light Rail.

SQ286 Parramatta Light Rail Stage 2

286. How much was spent on investigating the trackless tram option?

ANSWER

I am advised:

Trackless trams are an emerging technology and are yet to be established as a reliable, safe and cost-effective transport solution.

Planning and development works for Stage 2 of the Parramatta Light Rail is underway.

SQ287 Parramatta Light Rail Stage 2

287. Is a B1 style Bus service planned instead?

ANSWER

I am advised:

Planning and development works for Stage 2 of the Parramatta Light Rail is underway.

SQ288 Parramatta Road Transport

288. When will rapid transport be implemented on Parramatta Road in accordance with the conditions of approval for the M4 East WestConnex project?

ANSWER

I am advised:

In November 2020, the Committee for Sydney released 'Reclaiming Parramatta Road'. It recommends a number of initiatives seeking to meet this vision for a better place to live and work on Parramatta Road. Initiatives include new, permanent, rapid, intermediate public transport for the Parramatta Road corridor from Burwood to Central, such as light rail or a trackless tram and a new separated bike path on Parramatta Road.

TfNSW is investigating short, medium and long-term public transport initiatives along Parramatta Road between Granville and Camperdown. The short-term priority aim is to develop a package of improvements to enhance the reliability of bus journeys for customers travelling along and across the Parramatta Road Corridor. The community will be kept informed about the introduction of these changes.

The long-term Parramatta Road strategic business case is due to be completed in early 2022. The completion of the M4 widening, the expected opening of the final stage of WestConnex, the M4-M5 Link in 2023 will provide further opportunities to improve public transport on Parramatta Road.

SQ 289 Parramatta Road Transport

289. Since the opening of the M4 East, what specific investigations or plans have been made in to installing the following modes of transport along the corridor:

- (a) Rapid bus services?
- (b) Light rail?
- (c) Guided electric transit system (trackless trams)?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 288.

SQ290 Patronage

290. For Sydney Trains, between 6:30am to 7am Monday to Friday, what is the:

- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
- (b) Average weekday patronage numbers in this time window for financial year 2020-21?
- (c) Average fare paid buy those customers for financial year 2019-20?
- (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ291 Patronage

291. For Sydney Trains, between 9am to 10am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid by those customers for financial year 2019-20?
 - (d) Average fare paid by those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ292 Patronage

292. For Sydney Trains, between 3pm to 4pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid by those customers for financial year 2019-20?
 - (d) Average fare paid by those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ293 Patronage

293. For Sydney Trains, between 6:30pm to 7pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial

- year 2020-21?
- (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ294 Patronage

294. For Intercity Trains, between 9am to 10am Monday to Friday, what is the
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ295 Patronage

295. For Intercity Trains, between 3pm to 4pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ296 Patronage

296. For Intercity Trains, between 6:30pm to 7pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ297 Patronage

297. For Sydney buses, between 6:30am to 7am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ298 Patronage

298. For Sydney buses, between 9am to 10am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ299 Patronage

299. For Sydney buses, between 3pm to 4pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ300 Patronage

301. For Sydney light rail (all inclusive), between 6:30am to 7am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21??

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ301 Patronage

301. For Sydney light rail (all inclusive), between 6:30am to 7am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ302 Patronage

302. For Sydney light rail (all inclusive), between 9am to 10am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid by those customers for financial year 2019-20?
 - (d) Average fare paid by those customers for financial year 2020-21

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ303 Patronage

303. For Sydney light rail (all inclusive), between 3pm to 4pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid by those customers for financial year 2019-20?
 - (d) Average fare paid by those customers for financial year 2020-21

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ304 Patronage

304. For Sydney light rail (all inclusive), between 6:30pm to 7pm Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?

- (c) Average fare paid buy those customers for financial year 2019-20?
- (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ305 Patronage

305. For Sydney light rail (all inclusive), between 6:30am to 7am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21??

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ306 Patronage

306. For Sydney Metro, between 9am to 10am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ307 Patronage

307. For Sydney Metro, between 6:30pm to 7pm Monday to Friday, what is the:

- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
- (b) Average weekday patronage numbers in this time window for financial year 2020-21?
- (c) Average fare paid buy those customers for financial year 2019-20?
- (d) Average fare paid buy those customers for financial year 2020-21?

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ308 Patronage

308. For Sydney light rail (all inclusive), between 6:30am to 7am Monday to Friday, what is the:
- (a) Average weekday patronage numbers in this time window for financial year 2019-20?
 - (b) Average weekday patronage numbers in this time window for financial year 2020-21?
 - (c) Average fare paid buy those customers for financial year 2019-20?
 - (d) Average fare paid buy those customers for financial year 2020-21??

ANSWER

I am advised:

Opal patronage data is publicly available on the Transport for NSW Open Data Hub. Information about passenger service revenue is available in Transport for NSW annual reports.

SQ309 Redundancies in Transport for NSW

309. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the New South Wales Department of Transport from July 2020 to date?
- (a) Which departmental areas were these affected position/s previously allocated to?
 - (b) Which geographical area/s were these affected position/s previously located within?
 - (c) What date/s were these redundancies finalised?
 - (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.

It is important that Transport for NSW retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ310 Redundancies in Transport for NSW

310. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the New South Wales Department of Transport?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.

It is important that Transport for NSW retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ311 Redundancies in Transport for NSW

311. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Transport for NSW from July 2020 to date?
- (a) Which departmental areas were these affected position/s previously allocated to?
 - (b) Which geographical area/s were these affected position/s previously located within?
 - (c) What date/s were these redundancies finalised?
 - (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.

It is important that Transport for NSW retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ312 Redundancies in Transport for NSW

312. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Transport for NSW?
- (a) Which departmental area/s are these affected position/s currently allocated to?
 - (b) Which geographical area/s are these affected position/s currently located within?
 - (c) What date/s are these redundancies proposed to be finalised?
 - (d) What date/s were these redundancies proposed and/or announced?
 - (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history.

It is important that Transport for NSW retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ313 Redundancies in Transport for NSW

313. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Trains from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Since 2017, more than \$5.3 billion is being invested in the More Trains More Services program, which has already delivered more than 1700 additional weekly services.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ314 Redundancies in Transport for NSW

314. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Trains?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Additionally, more than \$5.3 billion is being invested in the More Trains More Services program, which has already delivered more than 1700 additional weekly services since 2017.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ315 Redundancies in Transport for NSW

315. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at RailCorp from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

Nil. Rail Corporation New South Wales does not exist.

SQ316 Redundancies in Transport for NSW

316. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at RailCorp?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

Nil. Rail Corporation New South Wales does not exist.

SQ317 Redundancies in Transport for NSW

317. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Ferries from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history, as well as delivering quality services and new and innovative connections that will transform the future of mobility. Since July 2019, Sydney Ferries has been focused on delivering new ferries and fleet upgrades as well as service improvements, including additional services.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ318 Redundancies in Transport for NSW

318. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Ferries?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history, as well as delivering quality services and new and innovative connections that will transform the future of mobility. Since July 2019, Sydney Ferries has been focused on delivering new ferries and fleet upgrades as well as service improvements, including additional services.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ319 Redundancies in Transport for NSW

319. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at NSW TrainLink from July 2020 to date?
- (a) Which departmental areas were these affected position/s previously allocated to?
 - (b) Which geographical area/s were these affected position/s previously located within?
 - (c) What date/s were these redundancies finalised?
 - (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Additionally, more than \$5.3 billion is being invested in the More Trains More Services program, which has already delivered more than 1700 additional weekly services since 2017.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ320 Redundancies in Transport for NSW

320. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at NSW TrainLink?
- (a) Which departmental area/s are these affected position/s currently allocated to?
 - (b) Which geographical area/s are these affected position/s currently located within?
 - (c) What date/s are these redundancies proposed to be finalised?
 - (d) What date/s were these redundancies proposed and/or announced?
 - (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Additionally, more than \$5.3 billion is being invested in the More Trains More Services program, which has already delivered more than 1700 additional weekly services since 2017.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ321 Redundancies in Transport for NSW

321. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at State Transit from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history, as well as delivering quality services and new and innovative connections that will transform the future of mobility.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles.

All State Transit operational staff, including bus drivers and maintenance staff, will have the opportunity to transfer to the new operators of Greater Sydney Bus Contracts with a two-year job guarantee under the same award terms and

conditions. Non-operational staff have the ability to be redeployed across the Transport cluster.

SQ322 Redundancies in Transport for NSW

322. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at State Transit?
- (a) Which departmental area/s are these affected position/s currently allocated to?
 - (b) Which geographical area/s are these affected position/s currently located within?
 - (c) What date/s are these redundancies proposed to be finalised?
 - (d) What date/s were these redundancies proposed and/or announced?
 - (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history, as well as delivering quality services and new and innovative connections that will transform the future of mobility.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles.

All State Transit operational staff, including bus drivers and maintenance staff, will have the opportunity to transfer to the new operators of Greater Sydney Bus Contracts 7, 8 and 9 with a two-year job guarantee under the same award terms and conditions. Non-operational staff have the ability to be redeployed across the Transport cluster.

SQ323 Redundancies in Transport for NSW

323. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at Sydney Metro from July 2020 to date?
- (a) Which departmental areas were these affected position/s previously allocated to?
 - (b) Which geographical area/s were these affected position/s previously located within?

- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Sydney Metro is Australia's biggest public transport project.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ324 Redundancies in Transport for NSW

324. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at Sydney Metro?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The NSW Government is delivering the largest investment in transport and road infrastructure in Australia's history. Sydney Metro is Australia's biggest public transport project.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the

number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ325 Redundancies in Transport for NSW

325. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Port Authority of New South Wales from July 2020 to date?
- (a) Which departmental areas were these affected position/s previously allocated to?
 - (b) Which geographical area/s were these affected position/s previously located within?
 - (c) What date/s were these redundancies finalised?
 - (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Port Authority of NSW provides safe, efficient and sustainable world-class port and marine services across Sydney Harbour, Port Botany, Newcastle Harbour, Port Kembla, Eden and Yamba.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ326 Redundancies in Transport for NSW

326. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Port Authority of New South Wales?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Port Authority of NSW provides safe, efficient and sustainable world-class port and marine services across Sydney Harbour, Port Botany, Newcastle Harbour, Port Kembla, Eden and Yamba.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ327 Redundancies in Transport for NSW

327. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Office of Transport Safety Investigations from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Office of Transport Safety Investigations is an independent statutory body within the Transport cluster reporting to the Minister for Transport and Roads.

During the requested period there were no redundancies finalised or proposed.

SQ328 Redundancies in Transport for NSW

328. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Office of Transport Safety Investigations?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Office of Transport Safety Investigations is an independent statutory body within the Transport cluster reporting to the Minister for Transport and Roads.

During the requested period there were no redundancies finalised or proposed.

SQ328 Redundancies in Transport for NSW

328. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Office of Transport Safety Investigations?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Office of Transport Safety Investigations is an independent statutory body within the Transport cluster reporting to the Minister for Transport and Roads.

During the requested period there were no redundancies finalised or proposed.

SQ330 Redundancies in Transport for NSW

330. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Point to Point Transport Commission?

- (a) Which departmental area/s are these affected position/s currently allocated to?
- (b) Which geographical area/s are these affected position/s currently located within?
- (c) What date/s are these redundancies proposed to be finalised?
- (d) What date/s were these redundancies proposed and/or announced?
- (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

The Point to Point Commission administers and enforces point to point transport laws to ensure the safety of passengers, the public, drivers and all involved in the industry.

It is important that the Transport cluster retains the skills, experience and engagement of its workforce. In some cases there may be a need to reduce the number of similar roles. In limited cases, that may result in the relevant pool of staff being asked to advise if they would like to exit with a voluntary redundancy. This is expected to occur in very limited circumstances.

There are no plans for a widespread call for voluntary redundancies in either senior service or award levels.

SQ 331 Redundancies in Transport for NSW

331. As you are the lead Minister for the Transport Cluster, how many redundancies have been finalised at the Transport Asset Holding Entity from July 2020 to date?

- (a) Which departmental areas were these affected position/s previously allocated to?
- (b) Which geographical area/s were these affected position/s previously located within?
- (c) What date/s were these redundancies finalised?
- (d) What is the full monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

TAHE has not proposed, processed nor announced any redundancies to date.

SQ332 Redundancies in Transport for NSW

332. As you are the lead Minister for the Transport Cluster, how many redundancies have been proposed and/or announced but not yet finalised at the Transport Asset Holding Entity?
- (a) Which departmental area/s are these affected position/s currently allocated to?
 - (b) Which geographical area/s are these affected position/s currently located within?
 - (c) What date/s are these redundancies proposed to be finalised?
 - (d) What date/s were these redundancies proposed and/or announced?
 - (e) What is the full projected monetary value of these redundancies in savings per annum?

ANSWER

I am advised:

TAHE has not proposed, processed nor announced any redundancies to date.

SQ333 River-class Ferries

333. What was the total cost of delivering the first four of the ten ferries on order?

ANSWER

I am advised:

The cost of the first four of the ten new River Class ferries is included in the overall cost of the Ferry System Contract between Transport for NSW and Transdev Sydney Ferries.

SQ334 River-class Ferries

334. How many defects in total were found upon delivery of these first four vessels?

ANSWER

I am advised:

The management of any defects associated with new ferry fleet is a commercial matter under the Fleet Procurement Contract between Transdev Sydney Ferries and Birdon.

SQ335 River-class Ferries

335. It has recently been revealed that the ferries will be capable of daylight operations only, due to safety concerns. These concerns are caused by a design fault in the wheelhouse causing reflection issues for the crew at night. What are the cost and time implications of rectifying this significant structural issue?

ANSWER

I am advised:

The cost of rectifying this design issue is a commercial matter for Transdev. Sydney Ferries and the NSW Government has no liability for, or exposure to, costs arising from this work.

Transport for NSW understands that the project to remediate this design issue will have a duration of between six to nine months.

SQ336 River-class Ferries

336. What has been the total cost of repair and refit of these vessels?

ANSWER

I am advised:

Cost arising from any work to remediate defects or undertake improvements are a commercial matter for Transdev Sydney Ferries and the NSW Government has no liability for, or exposure to, costs arising from these work.

SQ337 River-class Ferries

337. Where were the River class ferries built?

ANSWER

I am advised:

Construction of the new River Class vessels was carried out at shipyards in Singapore and Indonesia. More than two-thirds of construction materials were sourced from Australia.

SQ338 River-class Ferries

338. Was Transdev and Transport for NSW warned of an asbestos issue in the 18 months prior to the arrival of the ferries?

(a) On how many occasions?

ANSWER

I am advised:

No.

SQ339 River-class Ferries

339. Were these asbestos concerns raised with the manufacturers in Indonesia, China or Singapore at any time in those 18 months?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 338.

SQ340 River-class Ferries

340. Have the manufacturers in Indonesia, China and Singapore been notified of the dozens of defects in the vessels and what are their plans to rectify them before delivery of the balance of the vessels on order?

ANSWER

I am advised:

The management of any defects associated with new ferry fleet is a commercial matter under the Fleet Procurement Contract between Transdev Sydney Ferries and Birdon, as well as contracts between Birdon and its partner shipbuilders in Indonesia, Singapore and China.

SQ341 Staffing

341. How many Transport cluster staff are allocated to Ministerial Offices?

- (a) What are their names?
- (b) What are their substantive titles?
- (c) What are the roles or titles within each Minister's Office?
- (d) Have any assignments exceeded 18 months?
 - i. If so, which assignments?

ANSWER

I am advised:

The number of Ministerial Staff in the Office of the Minister for Transport and Roads and the Office of the Minister for Regional Transport and Roads is periodically published on the Department of Premier and Cabinet website.

Transport for NSW provides Departmental Liaison Officers to Ministerial Offices in accordance with Premier's Memorandum C2021-07 'Department Liaison Officers'.

Departmental Liaison Officers are provided by Transport for NSW to facilitate communication and liaison with the Ministerial Offices.

SQ 342 Staffing

342. As of 3 September 2021, how many staff held positions in the organisational structure of the Office of the Secretary?

ANSWER

I am advised:

As of 3 September 2021, 35 staff hold positions in the organisational structure of the Office of the Secretary.

SQ 343 Staffing

343. How many staff are employed within the office of each Deputy Secretary?

- (a) What is the job title and employment level of each staff member?

ANSWER

I am advised:

In 2020, a functional model was developed to support alignment across structures for Offices of Deputy Secretaries. The structures developed consider the functions required and are specific to the needs of each Division. Implementation of the model is now underway.

SQ 344 Staffing

344. Does Transport for NSW have any policy that limits the duration of acting positions or higher duty roles?

(a) What is the maximum duration of an acting or higher duties role?

ANSWER

I am advised:

Higher duties in a role are to be offered for a standard maximum period of six months, in accordance with Transport for NSW policy.

In exceptional circumstances, approval for longer periods or extensions may be approved by a higher level of delegation.

SQ345 Taxi Transport Subsidy Scheme

345. What was the total number of NSW residents registered for the NSW Taxi Transport Subsidy Scheme in 2020-2021?

ANSWER

I am advised:

As at 31 July 2021, there were 37,812 active participants registered for the NSW Taxi Transport Subsidy Scheme.

SQ346 Taxi Transport Subsidy Scheme

346. What was the total budget for the NSW Taxi Transport Subsidy Scheme in 2020-2021?

ANSWER

I am advised:

The total budget for transport disability subsidies, including the Taxi Transport Subsidy Scheme and the Wheelchair Accessible Taxi Driver Incentive Scheme, was \$42.1 million.

SQ347 Taxi Transport Subsidy Scheme

347. What was the actual amount expended on the NSW Taxi Transport Subsidy Scheme in 2020-2021?

ANSWER

I am advised:

This information is not available. The total budget for transport disability subsidies, including the Taxi Transport Subsidy Scheme and the Wheelchair Accessible Taxi Driver Incentive Scheme, was \$42.1 million.

SQ348 Taxi Transport Subsidy Scheme

348. How did the COVID-19 outbreak of 2020 impact the utilisation of the NSW Taxi Transport Subsidy Scheme?

ANSWER

I am advised:

The COVID-19 pandemic and associated Public Health Orders have influenced the way in which transport services, including Taxi Transport Subsidy Scheme, are accessed and delivered.

SQ349 Transport Access Program

349. Accessibility upgrades at which train stations were funded in the 2021-2022 State Budget?

ANSWER

I am advised:

In the 2021-22 Budget, the NSW Government invested \$365 million in capital expenditure (\$717.9 million over the next four years) for the Transport Access Program.

The NSW Government's total investment is more than \$2.2 billion.

Making public transport more accessible continues to be a priority of the NSW Government. More than \$2 billion has been committed to providing accessible, modern and integrated transport infrastructure, in keeping with the Government's commitment to the *Disability Discrimination Act 1992*.

These upgrades are delivered through Transport for NSW's Transport Access and other infrastructure programs. The Transport Access Program assessment process uses evidence-based criteria, including current and future patronage, customer demographics, proximity to important services such as hospitals or schools, and accessibility to nearby interchanges.

Information about Transport Access Program projects is publicly available on the Transport for NSW website.

SQ350 Transport Access Program

350. Have all stations within the Tranche 3 of the program been announced?

ANSWER

I am advised:

Information about the Transport Access Program is publicly available on the Transport for NSW website.

SQ351 Transport Access Program

351. When will Tranche 4 of the program be announced?

ANSWER

I am advised:

This information is publicly available on the Transport for NSW website.

SQ352 Transport Access Program

352. What will be the criteria for inclusion in Tranche 4 of the program?

ANSWER

I am advised:

Information about the Transport Access Program is publicly available on the Transport for NSW website.

SQ353 Transport Access Program

353. With respect to Macquarie Fields Train Station:
- (a) Can you confirm that a shuttle bus service was implemented from Glenfield Station to the new South Western Sydney Vaccination Centre in Macquarie Fields?
 - (b) Which station is closer to the vaccination centre – Glenfield Station or Macquarie Fields Station?
 - (c) Given Macquarie Fields Station is closer to the vaccination centre, why was Glenfield Station chosen as the pick-up point for the shuttle bus?
 - (d) Does Macquarie Fields Station have any lifts?

- (e) Does Macquarie Fields Station have any accessibility ramps?
- (f) Did the lack of accessibility at Macquarie Fields Station factor into the decision to provide a shuttle bus service from Glenfield Station to the new vaccination centre?
- (g) How much money has been allocated to Macquarie Fields Station for accessibility improvements in the 2021-22 Budget?
- (h) How much money was allocated to Macquarie Fields Station for accessibility improvements in the 2020-21 Budget?
- (i) How much money has been allocated to Macquarie Fields Station for accessibility improvements since the Liberal Government was elected in 2011?

ANSWER

I am advised:

NSW Health chartered a shuttle bus service to operate between Glenfield Station and the new South Western Sydney Vaccination Centre in Macquarie Fields at Glenquarie Town Centre.

While Macquarie Fields Station is closer to the Vaccination Centre, Glenfield Station is the main interchange in the area for three train lines - T2 Inner West & Leppington line, T5 Cumberland line and T8 Airport and South line. As such, Glenfield Station was the most appropriate from a holistic transport perspective.

Making public transport more accessible continues to be a priority of the NSW Government. More than \$2 billion has been committed to providing accessible, modern and integrated transport infrastructure, in keeping with the Government's commitment to the Disability Discrimination Act 1992.

These upgrades are delivered through Transport for NSW's Transport Access and other infrastructure programs. The Transport Access Program assessment process uses evidence-based criteria, including current and future patronage, customer demographics, proximity to important services such as hospitals or schools, and accessibility to nearby interchanges.

Improving accessibility at Macquarie Fields Station will be considered as part of this assessment process. While Macquarie Fields Station is not currently scheduled for an accessibility upgrade, the NSW Government remains committed to providing accessible, modern and integrated infrastructure across the NSW transport network.

Macquarie Fields Station is not currently scheduled for an accessibility upgrade and does not have lifts. Platform 2 is equipped with an accessible ramp exit leading to the only road connected to the train station.

SQ354 Transport Access Program

354. The Government has funded accessibility upgrades at Como, Beecroft and Clarendon under the Transport Access Program. Is that correct
- (a) Can you confirm those railway stations are located in the Liberal-held seats of Miranda, Epping and Clarendon?
 - (b) Can you confirm the Prioritisation Assessment for the TAP 3 Strategic Business Case gave Como Station a “Need rank” of 35, Beecroft Station a rank of 36 and Clarendon Station a rank of 45?
 - (c) How much money has Macquarie Fields Station been allocated under the Transport Access Program?
 - (d) Can you confirm Macquarie Fields Stations was given a “Need rank” of 34 under the Prioritisation Assessment for the TAP 3 Strategic Business Case?
 - (e) Why was Macquarie Fields not funded in TAP 3 or in this year’s State Budget?

ANSWER

I am advised:

The third tranche of the Transport Access Program (TAP 3) seeks to improve access to public transport for those with a disability, limited mobility or parents with prams.

Upgrades to Como, Beecroft, and Clarendon Stations are funded as part of TAP 3. Como, Beecroft, and Clarendon stations are located in the electorates of Miranda, Epping, and Hawkesbury.

As part of the prioritisation process, Como, Beecroft, and Clarendon Stations were identified for upgrades as part of TAP 3. The list of TAP upgrades is regularly reviewed so the people of NSW can have confidence that upgrades are delivered where they are needed most.

At the time of the TAP 3 Strategic Business Case, the ‘Need rank’ for Macquarie Fields Station was 34. While Macquarie Fields Station is not currently scheduled for an accessibility upgrade, the Government remains committed to providing accessible, modern and integrated infrastructure across the New South Wales transport network.

Information regarding the NSW Government’s commitment to the Transport Access Program is publicly available on the NSW Treasury and Transport for NSW websites.

SQ355 Wheelchair Book and Ride

355. What was the total amount of money expended on Transport for NSW’s Wheelchair Book and Ride program in 2020-2021?

ANSWER

I am advised:

This information is commercial in confidence.

SQ356 Wheelchair Book and Ride

356. What is the total amount of funding allocated for Transport for NSW's Wheelchair Book and Ride program in 2021-2022?

ANSWER

I am advised:

This information is commercial in confidence.

SQ357 Wheelchair Book and Ride

357. What is the total number of passengers who accessed Transport for NSW's Wheelchair Book and Ride program in 2020-2021?

ANSWER

I am advised:

Individual passenger data is not available.

SQ358 Wheelchair Book and Ride

358. What is the total number of trips taken in 2020-2021 using Transport for NSW's Wheelchair Book and Ride program?

ANSWER

I am advised:

This information is commercial in confidence.

SQ359 Wheelchair Book and Ride

359. What is the average wait time for a taxi or ride share for passengers using the program? Is this monitored by Transport for NSW?

ANSWER

I am advised:

The average wait time for Wheelchair Book and Ride is influenced by a number of factors, including the time of day and the type of vehicle requested. The COVID-19 pandemic and associated Public Health Orders have influenced the way in which transport services, including Wheelchair Book and Ride, are accessed and delivered.

SQ360 Wheelchair Book and Ride

360. Does Transport for NSW monitor or track the number of driver cancellations in the program?

ANSWER

I am advised:

Transport for NSW is working with Spinal Cord Injuries Australia and industry stakeholders to increase the availability of wheelchair accessible services.

SQ361 Wheelchair Book and Ride

361. Passengers report that they are sometimes required to wait upwards of 3 to 4 hours for a service? Is that acceptable under the terms of the program? How is Transport for NSW working to reduce these wait times?

ANSWER

I am advised:

Spinal Cord Injuries Australia (SCIA) commenced operation of the Central Booking Service (CBS) in March 2021, with standard phone and website bookings. This is available to all people who use a wheelchair within the Sydney Metro area and includes more than 6,000 Transport Taxi Subsidy Scheme participants.

Since March 2021, Transport for NSW and SCIA have worked together over time to enable the transition of taxi services onto the CBS platform.

COVID-19 has disrupted normal functioning of a number of transport services, including taxi services. Transport for NSW will continue to work with SCIA to provide for a smooth transition following the removal of current COVID-19 restrictions.

SQ362 Wheelchair Book and Ride

362. How many wheelchair-enabled taxis are currently registered and in operation in NSW?

ANSWER

I am advised:

As at 1 September 2021, there were 723 registered wheelchair accessible taxis in NSW.

SQ363 Wheelchair Book and Ride

363. Have there been changes to the booking system for Transport for NSW's Wheelchair Book and Ride program in the past three years?
(a) What were these changes?

ANSWER

I am advised:

On 12 January 2021, after a thorough tender evaluation process, the new Central Booking Service contract was awarded to Spinal Cord Injuries Australia. This new partnership introduced additional options for customers to book wheelchair accessible taxi services and ensures a fair process for service providers in the scheme.

Services have since expanded to include a 'Book and Ride' app, which is available for drivers in the metropolitan Sydney area.

SQ364 Wheelchair Book and Ride

364. How have these changes impacted the ability of passengers to reliably book and access the program?

ANSWER

I am advised:

Wheelchair Book & Ride (WB&R) offers a simple and efficient solution to secure accessible taxi bookings for people who are unable to access public transport because they use a wheelchair. The service is available 24 hours a day, seven days a week.

In situations where a taxi is not available, the WB&R agents remain in contact with passengers to keep them informed of the status of their booking.

SQ365 Wollongong Hydrogen Bus Trial

365. Does Transport for NSW intend to undertake a trial of the use of a hydrogen powered bus in:
(a) Wollongong?

- (b) the Illawarra?
- i. If so, when will this trial commence and what will be the length of the trial?
 - ii. Will the trial involve a bus manufactured in Australia or manufactured overseas?

ANSWER

I am advised:

I refer you to the previous answer to LA6026.

SQ366 Kanahooka Road on-off ramps

366. Has Transport for NSW or any of its predecessor agencies designed and costed the construction of a southbound on-ramp and northbound off-ramp at Kanahooka Road?

- (a) If so, when was this design completed and what was the estimated cost at the time?

ANSWER

I am advised:

No.

SQ367 Kanahooka Road on-off ramps

367. Will the design and cost estimate for the construction of a southbound on-ramp and northbound off-ramp at Kanahooka Road form part of the final report of the study into the future performance of the M1 Princes Highway between Wollongong and Dapto?

ANSWER

I am advised:

Transport for NSW is continuing its strategic investigations of the M1 corridor between Mount Ousley and Yallah.

The study will consider options to improve the efficiency of the motorway and will also look at options outside of the immediate motorway corridor to improve the travel experience of customers across different travel modes. Kanahooka Road is within the geographical scope of the study.

SQ368 Kanahooka Road on-off ramps

368. Further to LA6024, when will the future performance of the M1 Princes Highway between Wollongong and Dapto study be completed and released to the public?

ANSWER

I am advised:

This study is not intended to be released to the public.

SQ369 Electric vehicles

369. By what date will the transition of all vehicles in each NSW Government department and agency fleets be complete based in:

- (a) Wollongong local government area
- (b) the Illawarra

ANSWER

I am advised:

Under the Electric Vehicle Strategy, the NSW Government has set a target to electrify its entire passenger vehicle fleet by 2029-30. The date of transition for specific department or agency fleets according to geographic location is a matter for the Treasurer, who administers the NSW Government Travel and Transport Policy and the Motor Vehicles Scheme.

SQ370 Maldon-Dombarton Line Completion

370. The Illawarra Shoalhaven Regional Transport Plan lists completion of the Maldon-Dombarton Line as one of its initiatives "for investigation". What is the timetable for investigations into the completion of the Maldon-Dombarton Line?

ANSWER

I am advised:

I refer you to the previous answer to LA 4345.

SQ371 Maldon-Dombarton Line Completion

371. Will the investigations into the completion of the Maldon-Dombarton Line include its connection to the rail network connected to the Western Sydney International Airport?

ANSWER

I am advised:

I refer you to the previous answer to LA 4345.

SQ372 Maldon-Dombarton Line Completion

372. Will the investigations into the completion of the Maldon-Dombarton Line include a passenger rail option?

ANSWER

I am advised:

I refer you to the previous answer to LA 4345.

SQ373 Faster Rail - Southern Coastal Corridor

373. On what date will the Minister publish the findings of the McNaughton review into a faster rail route for the southern coastal corridor?

ANSWER

I am advised:

The NSW Government appointed Professor Andrew McNaughton, who has more than 45 years' experience working on rail infrastructure projects, to lead an expert panel to advise the NSW Government on how to best deliver a fast rail network.

The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network is vitally important for the state and TfNSW is taking the time to get this right. The NSW Government will update the community as soon as it has more to say.

SQ374 Faster Rail - Southern Coastal Corridor

374. Did the review of a fast rail corridor for the southern coastal corridor design a corridor that would allow high speed fast rail to Wollongong?

ANSWER

I am advised:

The NSW Government's commitment to develop a blueprint for the delivery of a fast rail network is vitally important for the state and TfNSW is taking the time to get this right. The NSW Government will update the community as soon as it has more to say.

SQ375 Faster Rail - Southern Coastal Corridor

375. How much funding over the next four years has been allocated to the design and construction of a fast rail corridor for the southern coastal corridor under the Fast Rail Network Strategy or any other funding program?

ANSWER

I am advised:

Information about the budget is publicly available in the NSW Budget Papers.

SQ376 Mobile Speed Camera Contracts

376. What specific area of NSW does the Acusensis contract cover?

ANSWER

I am advised:

The Acusensus contract covers Sydney South, Southern, South West Regions.

SQ377 Mobile Speed Camera Contracts

377. What specific area of NSW does the Redflex contract cover?

ANSWER

I am advised:

The Redflex contract covers Sydney North, Hunter, Northern and Western Regions.

SQ378 Mobile Speed Camera Contracts

378. Are there any parts of the State that are not covered by either contract?

ANSWER

I am advised:

No.

SQ379 Mobile Speed Camera Contracts

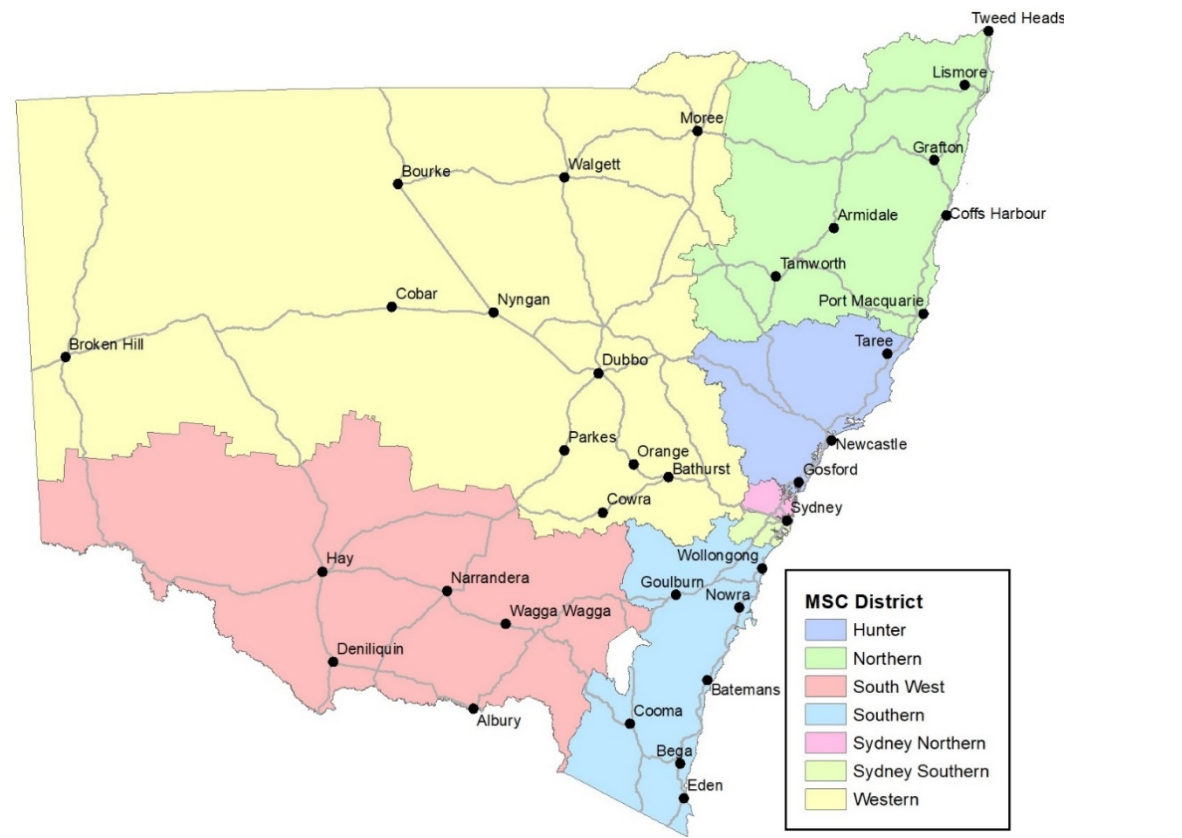
379. Is there a map of the two contract areas that can be provided to the Committee? If yes, please provide the Committee with a copy.

ANSWER

I am advised:

The Redflex contract covers: Sydney North, Hunter, Northern and Western.

The Acusensus contract covers: Sydney South, Southern, and South West.



SQ380 Mobile Speed Camera Contracts

380. How is Sydney split geographically between these providers?

ANSWER

I am advised:

Sydney is split by: Sydney Northern (Redflex), and Sydney Southern (Acusensus).

SQ381 Mobile Speed Camera Contracts

381. Of the 21,000 hours of speed camera enforcement, how many are allocated to each of:

- (a) Acusensus?
- (b) Redflex?

ANSWER

I am advised:

Acusensus is contracted for 8,300 enforcement hours per month and Redflex is contracted for 12,700 enforcement hours per month, noting there may be minor variations to account for longer or shorter months.

SQ382 Mobile Speed Camera Contracts

382. In respect of the mobile speed camera contracts for each of the providers below, what is the effective or actual per-hour rate paid to each of:
(a) Acusensus?
(b) Redflex?

ANSWER

I am advised:

This information is Commercial in Confidence.

SQ383 Mobile Speed Camera Contracts

383. Can you confirm if the same 7 tender criteria applied to both companies

ANSWER

I am advised:

The same tender evaluation criteria applied to all tender applicants.

SQ384 Mobile Speed Camera Contracts

2. On what date was the decision made to award the tender to:
(a) Acusensus?
(b) Redflex?

ANSWER

I am advised:

Transport for NSW made the decision to award the tender to Acusensus and Redflex on 13 May 2021.

SQ385 Mobile Speed Camera Contracts

385. Who were the members of the panel?

ANSWER

I am advised:

Chair (Non-Voting):

Victor Lewandowski - Procurement Manager – Transport Shared Services (TSS),
Transport for NSW (TfNSW)

Voting Members:

Arnold Jansen - Senior Manager Compliance Monitoring, TfNSW
Saurav Sarkar - Manager Compliance Programs, TfNSW
Amy Lovesey - Senior Research and Policy Analyst, TfNSW
Christopher Evans - Principal Business Analyst, TfNSW

Non-Voting Members:

Asha Dharamdas - Senior Manager Service Delivery Sourcing – TSS, TfNSW
Lesa Saliba - Manager, Mobile Speed Camera Program, TfNSW
Patrick Seedsman - Senior Legal Counsel , Commercial & Privacy, TfNSW
Samantha Adam - WHS Business Partner, Health and Safety, TfNSW
Philip Poon / Peter Barnett - Probity Advisors - O'Connor Marsden

SQ386 Mobile Speed Camera Contracts

386. For each of the 7 criteria, what was the weighting allocated to each?

ANSWER

I am advised:

As part of its robust procurement process, Transport for NSW does not disclose the weighting used in its evaluation of proposals. The proposals were all evaluated against the following criteria:

1. Organisational financial and strategic capability to perform the services
2. Demonstrated ability to satisfy the Statement of Requirements as well as to perform the services and experience in delivering services of a similar nature
3. Resource capability and availability including quality of transition, implementation, and management of program, materials, environmental management
4. Project management approach and ability to achieve the critical milestones
5. The degree to which the proposal supports the government's economic, ethical, environmental and social priorities including the degree of compliance of the proponent's Subject Matter Expert (SME) participation plan, broken down as follows:
 - a) SME Participation Plan
 - b) Aboriginal Procurement Plan
 - c) Other Government economic, ethical, environmental and social priorities including initiatives to reduce waste, environmentally-friendly products or carbon-neutral initiatives etc. (referring to the NSW Government's Resource Efficiency Policy) disability participation
6. Whole of life cost and overall value for money
7. The degree of compliance of the proponent's Aboriginal Participation Plan with the government's policies.

SQ387 Mobile Speed Camera Contracts

387. How did each successful tenderer “demonstrate” their ability to perform the tendered services (criteria 2)?

ANSWER

I am advised:

Redflex: As the incumbent of the previous contract for Mobile Speed Camera services contract in NSW it was able to demonstrate it had the infrastructure, technology, processes and resources to scale-up and perform the tendered services.

Acusensus: As the current incumbent of the Mobile Phone Detection Camera Program contract in NSW, and by partnering with G4S, Acusensus was able to demonstrate its ability to put in place the resources necessary to perform the tendered services.

SQ388 Mobile Speed Camera Contracts

388. For each, what was the evidence of “experience in delivering services of a similar nature” (criteria 2)?

ANSWER

I am advised:

Redflex has been the incumbent delivering Mobile Speed Camera services for Transport for NSW over a number of years.

Acusensus has developed a successful track record in the delivery of the world-first Mobile Phone Detection Camera Program in NSW. Additionally, Acusensus' partner G4S has delivered projects of similar scale and complexity including the Fleet Renewal Program for Justice Prison Transport and the Mobilisation of Security Services for Shell Oil.

SQ389 Mobile Speed Camera Contracts

389. For each, what was the evidence of “resource capability and availability” (criteria 3)?

ANSWER

I am advised:

Redflex is a major international supplier of fixed and mobile speed camera systems and services. It employs approximately 350 people in Australia and can redeploy resources in response to prioritised activity in order to achieve project deadlines.

Acusensus, supported by G4S, is a leader in mobile operations and fleet management, have in-house capability and experience across the law

enforcement, correctional, justice, transport and security fields both in Australia and internationally.

SQ390 Mobile Speed Camera Contracts

390. For each, what was the evidence of “Project management approach and ability to achieve the critical milestones” (criteria 4)?

ANSWER

I am advised:

Noting that Redflex was the incumbent of the outgoing contract, Redflex’s plan centred around redeploying its fleet and setting up larger bases, while expanding its vehicle fleet to deliver the additional hours.

Acusensus’ approach was to leverage its in-house technical expertise with the logistics support of its delivery partner G4S. Both companies had demonstrated ability to stand-up and deliver major projects of similar complexity.

Management structures of the organisations were proposed for the project delivery as well as operations once implemented. The tender proposals demonstrated an understanding of the process required to fit-out and operationalise vehicles as well as engage and train new staff, as required.

The proposals were centred around the current state of supply chains at the time of tender which was understood to be able to meet the timeframes of the tender requirements.

SQ391 Mobile Speed Camera Contracts

391. For each, what was the evidence of “Whole of life cost & overall value for money” (criteria 4)?

ANSWER

I am advised:

Consistent with standard procurement practice, price was evaluated in accordance with the formula set out in the Tender Evaluation Plan. The price was based on the calculated total contract value for the proposed initial three year term of the contract to be awarded.

Under the framework of a procurement strategy approved by the Secretary of Transport for NSW, an evaluation committee agreed that, after having regard to all of the evaluation criteria, the proposals from a combination of two vendors represented the best long-term value for money outcome.

SQ392 Mobile Speed Camera Contracts

392. As the contract was called during and not before the covid pandemic, how did Acusensus show the panel it could meet the tender criteria?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 24.

SQ393 Mobile Speed Camera Contracts

393. How many companies tendered?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 22.

SQ394 Mobile Speed Camera Contracts

394. How many companies did the Government anticipate would tender?

ANSWER

I am advised:

An open tender process provided full opportunity for any eligible businesses to provide a submission. On 9 December 2020, prior to release of the tender, Transport for NSW held a non-mandatory pre-briefing and 27 separate parties attended.

SQ395 Mobile Speed Camera Contracts

395. Please provide a copy of the tender evaluation panel report to the committee.

ANSWER

I am advised:

This information is Commercial in Confidence.

SQ396 Mobile Speed Camera Contracts

396. How did the State come to be split in two for the purpose of awarding the tenders?

ANSWER

I am advised:

I refer you to the answer to Question On Notice 19.

SQ397 Mobile Speed Camera Contracts

397. What was the understanding of the panel at tender award of the ability of Acusensus to meet the tender criteria?

ANSWER

I am advised:

Acusensus demonstrated experience through its Mobile Phone Detection Camera services contract with Transport for NSW, and had developed similar technology over a short period of time. Acusensus articulated a plan to partner with logistics and operations company, G4S to provide operational support for the program. The panel was confident in Acusensus' ability to deliver the services to a high standard.

SQ398 Mobile Speed Camera Contracts

398. How did the panel address the Acusensus bid given the existence of a COVID pandemic?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 24.

SQ399 Mobile Speed Camera Contracts

399. If there were any, what allowances or concessions were made by the panel for the pandemic on Acusensus' ability to meet the tender criteria?

ANSWER

I am advised:

No concessions were provided at the tender evaluation or contract award stages.

SQ400 Mobile Speed Camera Contracts

400. What was the basis of the understanding, referred to by Mr Carlon at the September 3, 2021 Transport Estimates hearing, that Acusensus would make up for hours lost by Christmas?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 19.

SQ401 Mobile Speed Camera Contracts

401. Please name the persons involved in reaching the agreement or understanding referred to in Question 398:
- (a) From the Department side
 - (b) From the Acusensus side.

ANSWER

I am advised:

- (a) I refer you to the answer to Supplementary Question 385.
- (b) Unknown.

SQ402 Mobile Speed Camera Contracts

402. Did the Minister have any meetings with Acusensus or Redflex – or persons acting for Acusensus or Redflex - prior to the tender being called?
- (a) If yes, please provide details

ANSWER

I am advised:

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

SQ403 Mobile Speed Camera Contracts

403. Did the Minister have any meetings with Acusensus or Redflex – or persons acting for Acusensus or Redflex – during the tender period but prior to the award of the tender?
- (a) If yes, please provide details

ANSWER

I am advised:

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

SQ404 Mobile Speed Camera Contracts

404. Did the Minister have any meetings with the former Member for Dubbo, Mr Troy Grant, about this tender?
- (a) If yes, please provide details

ANSWER

I am advised:

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

SQ405 Mobile Speed Camera Contracts

405. Did the Minister receive any representations from the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ406 Mobile Speed Camera Contracts

406. Did the Minister send or receive any correspondence to or from the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ407 Mobile Speed Camera Contracts

407. Did the Minister have any contact with the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ408 Mobile Speed Camera Contracts

408. Given that Mr Grant is in the business of “facilitation of relationships and client introductions, particularly in relation to road safety and policing agencies”, according to the Parliamentary Ethics Advisor (John Evans), is the Minister aware of any approaches by Mr Grant with respect to mobile speed camera issues?

ANSWER

I am advised:

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

SQ409 Mobile Speed Camera Contracts

409. Did anyone in the Minister's office have any meetings with Acusensis or Redflex – or persons acting for Acusensis or Redflex - prior to the tender being called?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ410 Mobile Speed Camera Contracts

410. Did anyone in the Minister's office have any meetings with Acusensis or Redflex – or persons acting for Acusensis or Redflex – during the tender period but prior to the award of the tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ411 Mobile Speed Camera Contracts

411. Did anyone in the Minister's office have any meetings with the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details.

ANSWER

I am advised:

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

SQ412 Mobile Speed Camera Contracts

412. Did anyone in the Minister's office receive any representations from the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ413 Mobile Speed Camera Contracts

413. Did anyone in the Minister's office send or receive any correspondence to or from the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ414 Mobile Speed Camera Contracts

414. Did anyone in the Minister's office have any contact with the former Member for Dubbo, Mr Troy Grant, about this tender?
(a) If yes, please provide details

ANSWER

I am advised:

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

SQ415 Mobile Speed Camera Contracts

415. Given that Mr Grant is in the business of "facilitation of relationships and client introductions, particularly in relation to road safety and policing agencies", according to the Parliamentary Ethics Advisor (John Evans), is anyone in the Minister's office aware of any approaches by Mr Grant with respect to mobile speed camera issues?

ANSWER

I am advised:

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

SQ416 Mobile Speed Camera Contracts

416. Did any Departmental official have any meetings with Acusensis or Redflex – or persons acting for Acusensis or Redflex - prior to the tender being called?
(a) If yes, please provide details

ANSWER

I am advised:

Transport for NSW holds operational meetings regularly with both vendors for the Mobile Phone Detection Camera Program (Acusensus) and for a range of fixed and mobile speed camera programs (Redflex).

Meetings with existing vendors through this period were held for operational

contracts and did not discuss the upcoming procurement exercise, with one exception. A non-mandatory pre-briefing was held on 9 December 2020 prior to release of tender and 27 separate parties, including Redflex and Acusensus, attended that briefing by Transport for NSW.

SQ417 Mobile Speed Camera Contracts

417. Did any Departmental official have any meetings with Acusensis or Redflex – or persons acting for Acusensis or Redflex – during the tender period but prior to the award of the tender?

(a) If yes, please provide details

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 416.

Any tender related correspondence and meetings held to clarify tender details were coordinated through Procurement and Legal Branches in TfNSW with Probity Advisor in attendance or copied in correspondence.

SQ418 Mobile Speed Camera Contracts

418. Did any Departmental official have any meetings with the former Member for Dubbo, Mr Troy Grant, about this tender?

(a) If yes, please provide details

ANSWER

I am advised:

No.

SQ419 Mobile Speed Camera Contracts

419. Did any Departmental official receive any representations from the former Member for Dubbo, Mr Troy Grant, about this tender?

(a) If yes, please provide details

ANSWER

I am advised:

No.

SQ420 Mobile Speed Camera Contracts

420. Did any Departmental official send or receive any correspondence to or from the former Member for Dubbo, Mr Troy Grant, about this tender?

(a) If yes, please provide details

ANSWER

I am advised:

No.

SQ421 Mobile Speed Camera Contracts

421. Did any Departmental official have any contact with the former Member for Dubbo, Mr Troy Grant, about this tender?

(a) If yes, please provide details

ANSWER

I am advised:

No.

SQ422 Mobile Speed Camera Contracts

422. Given that Mr Grant is in the business of “facilitation of relationships and client introductions, particularly in relation to road safety and policing agencies”, according to the Parliamentary Ethics Advisor (John Evans), is any Departmental official aware of any approaches by Mr Grant to the Minister or the Department with respect to mobile speed camera issues?

ANSWER

I am advised:

No.

SQ423 Mobile Speed Camera Contracts

423. What steps have been taken to enforce the contract and to obtain compensation from Acusensis?

ANSWER

I am advised:

Acusensus have been financially impacted as a result of not meeting the contracted enforcement hours.

Transport for NSW has been proactively working with the vendor to overcome their issues of trying to establish their operations during the challenging and evolving COVID-19 pandemic, particularly since June 2021. For example, new practices to ensure efficient and COVID safe ways of training new workers has been established online. Vehicle supply and fit-out challenges have also now been overcome.

Transport for NSW is confident the vendor will meet all contract obligations including delivery of enforcement hours in line with the NSW Government's commitment to expand the program to 21,000 hours by late 2021.

SQ424 M5 East/M8 traffic review

424. I refer to the "road network performance review plan" ("the Plan") that is being prepared for the M5 East/M8 corridor.

What is a "road network performance review plan"?

ANSWER

I am advised:

The WestConnex – New M5 conditions of approval, including details of the Road Network Performance Review Plan, is publically available on the Department of Planning, Industry and Environment's NSW Planning Portal website.

SQ425 M5 East/M8 traffic review

425. Can you provide the Committee with a copy of the scope of the Plan?

ANSWER

I am advised:

The WestConnex – New M5 conditions of approval, including the scope of the Road Network Performance Review Plan, is publically available on the Department of Planning, Industry and Environment's NSW Planning Portal website.

SQ426 M5 East/M8 traffic review

426. Is there a two step sequence?

(a) Does the review lead to a Plan?

(b) If so, what is the difference between the two?

ANSWER

I am advised:

The WestConnex – New M5 conditions of approval, which outlines the Road Network Performance Review Plan, is publically available on the Department of Planning, Industry and Environment's NSW Planning Portal website.

SQ427 M5 East/M8 traffic review

427. Which residents, businesses and or community groups in the area have been consulted on the scope of the Plan?

ANSWER

I am advised:

The WestConnex – New M5 conditions of approval, including the requirements for consultation for the Road Network Performance Review Plan, is publically available on the Department of Planning, Industry and Environment's NSW Planning Portal website.

SQ428 M5 East/M8 traffic review

428. Will the Plan involve public consultation?
(a) Will residents get to have a say?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 427.

SQ429 M5 East/M8 traffic review

429. Will the Plan measure impacts of the new toll regime on the local community including:

- (a) Rat-running?
- (b) Increases in truck numbers along certain routes, including Forest Rd and Stoney Creek Road?
- (c) Noise impacts generally, and truck noise impacts in particular?
- (d) Air quality impacts?
- (e) Road safety impacts?

ANSWER

I am advised:

The WestConnex – New M5 conditions of approval, including the Road Network Performance Review Plan, is publically available on the Department of Planning, Industry and Environment's NSW Planning Portal website.

SQ430 M5 East/M8 traffic review

430. Have any SCATS traffic volume studies been done in the affected area since July 2020?
(a) If yes, please provide the study to the Committee.

ANSWER

I am advised:

Data information will be captured and documented in the Road Network Performance Review Plan which will be made publicly available.

SQ431 M5 East/M8 traffic review

431. Has there been any data collected on the change in number of trucks using surface roads since the tolls?
(a) If yes, please provide the data to the Committee.

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 430.

SQ432 M5 East/M8 traffic review

432. Will the Review or Plan make:
(a) Findings?
(b) Recommendations?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 425.

SQ433 M5 East/M8 traffic review

433. When will the Plan be;
(a) Completed?
(b) released to the community?

ANSWER

I am advised:

Given the current COVID-19 pandemic and associated Public Health Orders, the Plan will likely be completed in 2022. The Plan will be submitted to the Department of Planning, Industry and Environment and made publicly available.

SQ434 M5 East/M8 traffic review

434. How many houses impacted by the M5 East or M8 have applied for noise insulation?

ANSWER

I am advised:

Noise treatments have been completed at about 250 of the 359 eligible properties. Noise treatments at a further 30 properties are underway. Some of the current work is affected by access restrictions arising from the COVID-19 pandemic and associated Public Health Orders.

Approximately 80 property owners declined the offer of noise treatments.

SQ435 M5 East/M8 traffic review

435. How many have received insulation?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 434.

SQ436 M5 East/M8 traffic review

436. What is the budget available for noise insulation for people impacted by the M8/M5East traffic?

ANSWER

I am advised:

This expenditure is within the \$4.3 billion budget for the project.

SQ437 Westconnex residual land use - Homebush community

437. I refer to the approximately 4,600 sqm block between Underwood Rd and Ismay Ave that has been a temporary construction site for the WestConnex M4 East tunnels.

Does the NSW Government acknowledge that it made a 2019 election commitment, via its candidate for Strathfield, to not sell residual land from the Westconnex project between Underwood Rd and Ismay Ave, Homebush?

ANSWER

I am advised:

I refer you to the answer to LC5433.

SQ438 Westconnex residual land use - Homebush community

438. What is the current Government intention with respect to this land?

ANSWER

I am advised:

I refer you to the answer to LC5433.

SQ439 Westconnex residual land use - Homebush community

439. Given the level of local concern, will the Government stand by its pre-election commitment to the people of Homebush?

ANSWER

I am advised:

I refer you to the answer to LC5433.

SQ440 Picton Road/Wilton

440. Can the Department clarify the proposed location for access to the Landcom's Wilton North development?

ANSWER

I am advised:

This information is publicly available.

SQ441 Picton Road/Wilton

441. Is the Department aware of the current projection by the Picton Road Coalition that total gridlock on Picton Road will eventuate by 2025?

ANSWER

I am advised:

Yes.

SQ442 Picton Road/Wilton

442. Given that this is just four years away,

- (a) what assurances can the Government give the community that the access concerns expressed by Wollondilly Council and local residents will be addressed in a timely way, and
- (b) that the upgrade will actually be completed by 2025?

ANSWER

I am advised:

(a) The Picton Road Upgrade Project team consulted the community, industry and key stakeholders, including Wollondilly Shire Council, as part of the "Have your Say" four week engagement program between 16 August and 13 September 2021.

Feedback will be incorporated into the consultation report, due for release in November 2021 and will be considered as part of the options development and strategic prioritisation of the upgrade program.

(b) The community will be kept updated on the project as it develops including the completion date as new information becomes available.

SQ443 Horse road collisions in National Parks

443. It is estimated that more than 14,000 feral horses are currently in Kosciuszko National Park, this number is set to grow by thousands in Spring 2021. The growing number of horses in the park represent a real and increasing safety risk to park users, especially road users. Given the increasing population of feral horses and the foreseeable risk of vehicle collisions with feral horses in Kosciuszko National Park can the Minister outline:

- (a) what are the responsibilities of the NSW Government for a duty of care to prevent vehicle collisions with feral horses in the Park?
- (b) what are the responsibilities of Government to road users who incur injuries or damage to their vehicles as a result of collisions with feral horses in Kosciuszko National Park?

ANSWER

I am advised:

NSW National Parks and Wildlife Service (NPWS) is responsible for wild horse management in Kosciuszko National Park.

This is a matter for the Minister for Minister for Energy and Environment.

SQ444 Horse road collisions in National Parks

444. Given the NSW Government commitment “to make NSW roads the safest in the country” and proposals in the Road Safety Plan 2021, what measures does the Minister propose to address this increasing and foreseeable risk of vehicle collisions with feral horses in Kosciuszko National Park?

ANSWER

I am advised:

NSW National Parks and Wildlife Service (NPWS) is responsible for wild horse management in Kosciuszko National Park.

Transport for NSW works collaboratively with NPWS regarding road safety within the National Park. Transport also monitors state roads to identify road safety improvements that can be made and implemented.

The Snowy Mountains Highway is patrolled daily, predominantly to manage the snow and ice that may be on the road, with any deceased animals that present a safety concern to road users removed off the roadway as these patrols occur.

There is also animal warning signage in place in the Snowy Monaro region, including on the Highway, to advise motorists in areas of high animal activity to drive cautiously and to the conditions.

Transport for NSW also provides safety resources to advise road users of safe actions when approaching animals on the road.

SQ445 Horse road collisions in National Parks

445. Transport for NSW provided advice from the Centre for Road Safety that there were six crashes involving an impact with a riderless horse on roads traversing Kosciuszko National Park during the 10-year period from 2009 to 2018. However, in the same period (10/2//2009 – 14/6/2017), data and commentary sourced from NPWS attributes 23 horses found dead in northern Kosciuszko National Park to vehicle collisions (NPWS 2016 Risk Treatment Plan). How does the Minister explain that crash records involving an impact with a riderless horse on roads Kosciuszko National Park provided by the Centre for Road Safety are inconsistent with records held by the NPWS?

ANSWER

I am advised:

The Centre for Road Safety only reports on crashes recorded by the NSW Police Force as occurring on a public road and in which a person was killed or injured, or in which at least one motor vehicle was towed away.

SQ446 Horse road collisions in National Parks

446. After road deaths related to feral horses in Queensland, findings of an Inquest in the Coroners Court of Queensland outlined opportunities for a more coordinated approach to the management of stray animals that pose a risk to road users, pointing out that "better information is likely to result in better assessments of risk and better selection of control measures ...". Recommendations included proposals for a joint management plan and implementation of recommendations included a Strategic Pest Management Program. Can the Minister advise whether the NSW Government has considered the recommendations of this Inquest and their implementation, given the related risk of vehicle collisions with feral horses in Kosciuszko National Park?

ANSWER

I am advised:

NSW National Parks and Wildlife Service (NPWS) is responsible for wild horse management in Kosciuszko National Park.

This is a matter for the Minister for Minister for Energy and Environment.

SQ447 Horse road collisions in National Parks

447. Transport for NSW provided advice in September 2020 that "it is working on alternative animal management strategies" in relation to "the risk of vehicle strikes with wild horses in Kosciuszko National Park". As a year has since passed and the feral horse population has also increased significantly since then, please outline the detail of these strategies and their implementation?

ANSWER

I am advised:

NSW National Parks and Wildlife Service (NPWS) is responsible for wild horse management in Kosciuszko National Park.

Transport for NSW works collaboratively with NPWS regarding road safety within the National Park. Transport also monitors state roads to identify road safety improvements that can be made and implemented.

The Snowy Mountains Highway is patrolled daily, predominantly to manage the snow and ice that may be on the road, with any deceased animals that present a safety concern to road users removed off the roadway as these patrols occur.

There is also animal warning signage in place in the Snowy Monaro region, including on the Highway, to advise motorists in areas of high animal activity to drive cautiously and to the conditions.

Transport for NSW also provides safety resources to advise road users of safe actions when approaching animals on the road.

SQ448 Spending

448. For each department, agency, State-owned corporation or other body, and for each division of those bodies, if any, in your portfolio/cluster in FY 20/21 what was the total amount spent on each of the following categories?

- (a) Indoor plants
- (b) coffee and tea
- (c) crockery
- (d) kettles, sandwich presses and toasters
- (e) alcohol
- (f) cakes, muffins and pastries
- (g) computers, computer monitors and office chairs
- (h) office renovations and fit-outs
- (i) taxi and rideshare expenses
- (j) office equipment
- (k) office renovations or upgrades
- (l) hospitality
- (m) conferences
- (n) travel
- (o) accommodation
- (p) employee development and training activities
- (q) study assistance
- (r) travelling and meal expenses
- (s) temporary accommodation benefits - commercial and private
- (t) removal and storage expenses
- (u) education of children
- (v) reimbursement of transaction expenses (includes stamp duty, real estate costs for employee who is moving)

- (w) reimbursement of incidental costs (includes gas, electricity)
- (x) additional benefits

ANSWER

I am advised:

All NSW Government agencies must comply with the NSW Procurement Policy Framework established under the *Public Works and Procurement Act 1912* to ensure value for money when procuring goods and services. Information about expenditure is available in agencies' annual reports which are prepared and tabled in accordance with the requirements of the *Annual Reports (Departments) Act 1985*, *Annual Reports (Statutory Bodies) Act 1984*, *Government Sector Finance Act 2018* and *Government Sector Audit Act 1983*.

It is not practicable to provide the specific data sought by the member within the limited timeframe for responding to supplementary questions.

SQ449 Spending

449. For each department, agency, State-owned corporation or other body, and for each division of those bodies, if any, in your portfolio/cluster, from FY 20/21 what are details (specific item, and total cost) of the top five most expensive occurrences of spending on each of the following categories?

- (a) indoor plants
- (b) coffee and tea
- (c) crockery
- (d) kettles, sandwich presses and toasters
- (e) alcohol
- (f) cakes, muffins and pastries
- (g) computers, computer monitors and office chairs
- (h) office renovations and fit-outs
- (i) taxi and rideshare expenses
- (j) office equipment
- (k) office renovations or upgrades
- (l) hospitality
- (m) conferences
- (n) travel
- (o) accommodation
- (p) employee development and training activities
- (q) study assistance

- (r) travelling and meal expenses
- (s) temporary accommodation benefits - commercial and private

ANSWER

I am advised:

All NSW Government agencies must comply with the NSW Procurement Policy Framework established under the Public Works and Procurement Act 1912 to ensure value for money when procuring goods and services. Information about expenditure is available in agencies' annual reports which are prepared and tabled in accordance with the requirements of the *Annual Reports (Departments) Act 1985*, *Annual Reports (Statutory Bodies) Act 1984*, *Government Sector Finance Act 2018* and *Government Sector Audit Act 1983*.

It is not practicable to provide the specific data sought by the member within the limited timeframe for responding to supplementary questions

SQ450 Lawrence Hargrave Drive/Princes Highway - Bulli and Thirroul Improvements

450. In relation to the reserved corridor the proposed extension of Memorial Drive to Bulli Pass:

- (a) Why is the extension of Memorial Drive to Bulli Pass not considered a priority for the next 20 years in the Illawarra Shoalhaven Regional Traffic Plan?
- (b) Why is the reserved corridor connecting Memorial Drive to Bulli pass no longer considered the most appropriate connection?
- (c) What are the other options that would be used to address traffic congestion through the northern suburbs of Wollongong that are more appropriate than the extension of Memorial Drive?
- (d) Is there another connection/corridor being considered to bypass Bulli and Thirroul Villages?

ANSWER

I am advised:

- a) I refer you to the answer to LA 5005.
- b) The premise of your question is incorrect.
- c) Between 7 June and 30 July 2021, Transport for NSW has consulted with the community on options to address traffic congestion through the northern suburbs of Wollongong.

d) Transport for NSW is working with Wollongong City Council to identify opportunities to improve local road network connections to better support local trips. This need has been reinforced through feedback received in recent community consultation carried out during June and July this year.

SQ451 Mount Ousley Interchange

451. In relation to the Mount Ousley Interchange Project:

- (a) What are the details of the Mount Ousley Safety and Reliability Project?
 - i. How much will the Mount Ousley Safety and Reliability Project cost?
 - ii. When will it be complete?
- (b) What is the detailed project plan for the Mount Ousley Interchange Project?

ANSWER

I am advised:

- (a) This information is publicly available.
 - i. The preferred options and cost are still under development.
 - ii. There is no completion date for the Mount Ousley Safety and Reliability project.
- (b) Transport for NSW has developed and improved the design of the proposed interchange in response to community consultation and further investigations. Key changes are publicly available on the Transport for NSW website's project page.

SQ452 Picton Road Upgrade

452. In relation to the announcement made by the Government in November 2020 for \$44 million over the next four years for the duplication of Picton Road:

- (a) How much of the \$44 million was/will be spent in the 2021/22 budget?
- (b) What was/will the funds be spent on, in 2021/22?
- (c) When will the strategic business case, including preferred upgrades for the upgrade of Picton Rd be completed?
- (d) Will the duplication of Picton Road achieve a motorway standard corridor with 2 lanes each way, separated?

ANSWER

I am advised:

- a) \$7 million has been allocated for expenditure in the 2021-22 financial year.
- b) Commencement of the concept design and Environmental Assessment of the corridor.
- c) The draft Strategic Business Case, including the preferred upgrades is due for completion within the next 12 months.
- d) This will be determined through the design process.

SQ453 Freight and Passenger rail improvements

453. Given Transport for NSW has identified the Illawarra's rail network will reach capacity by 2036, and research by the SMART Infrastructure Facility has found the SWIRL proposal as a cost effective solution to freight and passenger challenges faced in the Illawarra region:

- (a) Will the Minister commit to funding a strategic business plan for a passenger and freight orbital connecting south west Sydney to Wollongong such as the South West Illawarra Rail Link (SWIRL)?
- (b) How much money has the Government spent on investigating freight and passenger rail solutions connecting south west Sydney to the Illawarra region in this 2020/21 budget?

ANSWER

I am advised:

Released in August 2021, the Illawarra-Shoalhaven Regional Transport Plan (the Plan) provides a blueprint for transforming the way people and goods travel within, to and through the Illawarra-Shoalhaven region over the next 20 years.

The Plan acknowledges the growing importance of the connection between the Illawarra-Shoalhaven and Western Sydney, and the need to improve modal choice between the two regions.

In the short term, the Plan commits Transport for NSW to investigate improved bus services between the two regions, linking Metro Wollongong with the established centres of Campbelltown, Appin and Picton, and the emerging Greater Macarthur and Wilton Growth Areas.

The Maldon-Dombarton Freight Rail Line Corridor remains an important corridor to allow the eventual construction of a dedicated freight line when demand warrants it. The corridor, which passes through the Wilton Growth Area, has the potential to connect Port Kembla to the Western Parkland City, linking to the proposed Outer Sydney Orbital, which includes a freight line corridor.

In the longer term, the Plan acknowledges the collaborative work underway between Transport for NSW and the National Faster Rail Agency to develop a strategic business case for fast rail in the Sydney to Bomaderry (via Wollongong) corridor as a key lever to improving passenger rail connectivity between the Illawarra and Greater Sydney.

SQ454 Travel Permits into Regional NSW from Sydney

454. Why do transport workers need to apply for a permit every two weeks, rather than get an ongoing permit?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ455 Travel Permits into Regional NSW from Sydney

455. What happens if a driver develops symptoms or becomes a close contact?
(a) Can the permit be transferred to another employee or do they have to start the application process again?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ456 Travel Permits into Regional NSW from Sydney

456. Why do drivers have to carry additional 'evidence to support the reason for [their] travel'?"
(a) Doesn't this make the whole permit system redundant?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ457 Travel Permits into Regional NSW from Sydney

457 What discretion do Police have in relation to the checking of permits?
(c) Do Police have to accept them at face value?

ANSWER

I am advised:

This is a matter for the Minister for Police and Emergency Services.

SQ458 Travel Permits into Regional NSW from Sydney

458. What powers do Police have to act when they believe there has been a breach of a permit? Do they issue a fine, or a direction to turn around?

- (a) What appeal rights are there?
- (b) Who do drivers appeal to?
- (c) Who gets a fine? (\$22,000 and/or up to two years jail)
- (d) What is the time frame for the fines?
- (e) How long is the grace period for?

ANSWER

I am advised:

This is a matter for the Minister for Police and Emergency Services.

SQ459 Travel Permits into Regional NSW from Sydney

459. Will interstate truck drivers require a permit if they are passing through regional NSW (including stopping for fuel etc) or will they only require a permit if their ultimate destination is in regional NSW?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ460 Travel Permits into Regional NSW from Sydney

460. Can permits be changed once they have been issued?

- (a) What happens if a driver gets a job change on the road, and doesn't have time to change their permit, or changes it and the changes don't come back soon enough?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ461 Travel Permits into Regional NSW from Sydney

461. When will the telephone option come online (was due to come online in late August according to the website).

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ462 Travel Permits into Regional NSW from Sydney

462. Why do drivers have to register dependants' names – is this just for dependants that may be travelling with them or those who are staying at home?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ463 Travel Permits into Regional NSW from Sydney

463. What happens with truck drivers who may have more than one place of residence due to their work habits?

ANSWER

I am advised:

This is a matter for the Minister for Health and Medical Research.

SQ464 Road Reclassification

464. In the late 2020 priority round of the Road Classification Review and Transfer?

- (a) Which Local Government Councils were included in this priority round?
- (b) How and when were Local Government Councils advised they were eligible to submit a nomination?
- (c) Who assessed which Councils had made an eligible priority claim in the nomination phase?
- (d) What were the criteria to determine if Councils had made an eligible priority claim?
- (e) Which eligible priority claims were successful?
- (f) Which eligible priority claims were unsuccessful?
- (g) When did the Independent Panel deliver its interim report and recommendation of priority road transfers to the Government for consideration?

- (h) On the Transport NSW website it says "The Independent Panel plans to deliver its final recommendations to the Government by July 2021:"
 - i. Has the panel delivered its final recommendations?
 - (i) Has the Independent Panel determined an appropriate timeline for the recommended reclassifications and transfers to take place?
 - (j) When will the Minister announced the successful applications?

ANSWER

I am advised:

(a) In September 2020, the Independent Panel called for initial nominations from councils. All NSW Councils were eligible to submit nominations for roads to be reclassified. Regional Councils were also eligible to submit nominations for regional road transfers. These State-wide nominations gave the Panel a network-wide view of all potential proposals and the priority of each submission, before further detailed information was requested to support submissions.

All initial nominations were assessed by the Independent Panel and those that met the priority round criteria were invited to submit further information for selected roads in the priority round.

(b) The panel consulted with all NSW Councils in July and August 2020. All NSW councils were invited to submit initial nominations for reclassification and transfer in September 2020.

Following the initial nomination round, Councils which submitted eligible priority nominations were invited to provide further information in the priority round. Councils invited to submit in the priority round were notified via email from the Panel in November 2020 and provided with a link to the online application portal.

Councils which were not invited to submit in the priority round were advised that they would be invited to submit further information in the full round to be conducted in 2021.

(c) All submissions were assessed by the Independent Panel.

(d) The Priority Round Guidelines outline the criteria and were the basis for the Panel's evaluation. The guidelines are published on the Transport for NSW website.

(e) - (f) The NSW Government published the Independent Panel's interim report and the Government response on 21 September.

The Independent Panel has provided advice to Councils that any priority submissions that were not recommended by the Panel in the priority round can be resubmitted for further consideration in the full round which is now open.

(g) The Independent Panel provided an interim report to the NSW Government with recommendations from the priority round in February 2021.

(h) The initial timing of July 2021 for the Independent Panel's final recommendations was marked as indicative and noted to be subject to change, particularly given the impacts of the COVID-19 pandemic.

The Panel has provided its interim report to Government for consideration. The final report will be provided following the assessment and evaluation of the full round nominations for transfer and reclassification.

(i) The Independent Panel's role is to provide recommendations on reclassifications and transfers. It is a matter for Government to determine the appropriate timeline for implementation.

(j) The Government is expected to make an announcement following consideration of the Panel's recommendations.

SQ465 Country Rail Link Network Contract

465. How many staff are at employed at each of the following sites under the current John Holland contract:

- (a) Bathurst
- (b) Orange
- (c) West Wyalong
- (d) Dubbo
- (e) Tamworth
- (f) Nyngan
- (g) Parramatta
- (h) Mayfield

ANSWER

I am advised:

Questions relating to specific jobs and job locations should be directed to the current service provider, John Holland Rail.

SQ466 Country Rail Link Network Contract

466. How many staff will at employed at each of the following sites under the UGL contract:

- (a) Bathurst
- (b) Orange
- (c) West Wyalong
- (d) Dubbo
- (e) Tamworth
- (f) Nyngan
- (g) Parramatta

(h) Mayfield

ANSWER

I am advised:

UGL Regional Linx has been selected by Transport for NSW to deliver the operations and maintenance of rail infrastructure for the Country Regional Network. Questions relating to specific jobs and job locations should be directed to UGL Regional Linx.

SQ467 Country Rail Link Network Contract

467. What transitional arrangements will be in place for staff transitioning across to the new contract?

ANSWER

I am advised:

UGL Regional Linx has offered roles to all 'in scope' employees either on the Country Regional Network or elsewhere in the national UGL Engineering business. All offers to 'in scope' employees are on the same terms and conditions that staff currently operate under with John Holland Rail. This is consistent with the terms of the contract.

For 'in scope' employees and staff deemed not to be 'in scope', appropriate training and reskilling opportunities will be provided.

All employees have access to the service provider's Employee Assistance Programs throughout the transition process.

SQ468 Country Rail Link Network Contract

468. Will there be any cuts to pay and conditions?

ANSWER

I am advised:

The contract requires UGL Regional Linx to offer employment to identified 'in scope' employees on the same terms and conditions as these staff currently operate under with John Holland Rail.

SQ469 Country Rail Link Network Contract

469. John Holland's network control operation centre is at Mayfield. With UGL moving this centre to Orange, how will the network safety be guaranteed if employees are not able to relocate to Orange?

- (a) Doesn't this risk losing the skills of experienced network operators on the CRN?
- (b) Has any modelling been done to investigate the impact on safety?
 - i. If not, why not?
 - ii. If so, who undertook the modelling?
 - iii. Has it been published?
 - iv. What did such modelling say?

ANSWER

I am advised:

The safety of the network is assured through compliance with all regulatory requirements.

UGL is required to become the Rail Infrastructure Manager for the Country Regional Network, an accreditation granted by the Office of the National Rail Safety Regulator (ONRSR). As such, UGL is required to demonstrate a capability to comply with all standards governing the safe operation of the network, including incident response, to the ONRSR's satisfaction.

The current Network Controllers are all 'in scope' employees and are being given the opportunity to transfer to Orange on the same employment terms and conditions that they currently operate under with John Holland Rail. This approach was developed to reduce the potential loss of experienced staff. UGL will fill any vacant positions through recruitment and will provide these recruits with specific training to fulfil their responsibilities.

The Network Control Centre in Mayfield will remain operational for the first four months of the contract to ensure a smooth transition from one operating centre to another.

Transport for NSW is actively engaging with the ONRSR through the UGL Rail Infrastructure Manager accreditation process to assure itself that all aspects of the contract are being satisfied.

SQ470 Country Rail Link Network Contract

470. UGL has announced their new network control centre in Orange won't be ready for the 30 January 2022 contract takeover and they will leave it at Mayfield for up to a further 5 months. What will the impact be on safety with staff at Mayfield increasingly concerned about their future job prospects?

ANSWER

I am advised:

UGL has planned an orderly transition to move operations from Mayfield to Orange. The retention of the Mayfield centre is part of that process and this has

been clearly communicated to staff. This orderly transition is an option that minimises safety risks.

SQ471 Country Rail Link Network Contract

471. The new contract replaces an existing fee for service model to a fixed price agreement to maintain the CRN at its current standard, with additional improvements outside of the agreement to come at an additional cost to the tax payer. How is the Government preparing for what will likely be a reduction in maintenance levels and a reduction in employee working conditions?

ANSWER

I am advised:

The new partnership with UGL will see an increase in the amount of maintenance work carried out over the next 10 years to ensure that the network continues to meet the high standards that operators and customers expect.

Over the long term, UGL's asset management approach is expected to reduce the maintenance backlog, deliver improvements in asset condition, asset reliability and network performance, while enhancing the safety and integrity of the network.

UGL's proposed approach on preventative maintenance will manage the underlying causes of track impairments.

Additional improvements outside the agreement will be funded by Transport for NSW initiatives and programs in the same manner as under the current contract.

Employee working conditions have been protected by the contract requiring UGL Regional Linx to offer employment to identified 'in scope' employees on the same terms and conditions that staff currently operate under with John Holland Rail.

SQ472 Country Rail Link Network Contract

472. Is there any requirement in the new contract for UGL to offer a minimum number of jobs to frontline regional employees working on the CRN to ensure a smooth transition?

(a) If so, what is the minimum number of jobs to be offered to frontline regional employees?

(b) If not, why not?

(c) What redundancy arrangements will there be.

ANSWER

I am advised:

The contract requires UGL to offer employment to 280 identified 'in scope' employees. As a result of existing vacancies UGL is making offers of employment to 280 'in scope' employees. All of these employees will be regionally based.

Eligible employees will be entitled to redundancy in accordance with the *Fair Work Act 2009*.

SQ473 Level Crossings

473. TfNSW was supposed to collaborate with the Federal Government and Local Governments to review all road and rail interfaces along the alignment in the first half of 2021. Has this happened?

- (a) If not, why not?
- (b) If so, what was the outcome?
- (c) Which level crossings will be upgraded?

ANSWER

I am advised:

Transport for NSW has collaborated with both the Federal Government and local councils on improving level crossing safety through reviewing road rail interfaces for grade separation at classified road crossings along the Inland Rail alignment.

The Australian and NSW Governments formed a working group to consider and prioritise projects for grade separation. The working group presented the priorities to the local government agencies along the Inland Rail alignment.

Scoping and development is underway in relation to road rail interfaces at Illabo (Olympic Highway), Tichborne (Newell Highway), Curban (Castlereagh Highway), Tomingley Road (Narromine) and Eumungerie Road (Narromine).

The scoping and development is expected to take 24 months.

Following the project development phase, detailed estimates will inform which grade separations will be constructed and the final delivery timeframes.

SQ474 Level Crossings

474. Has the Minister made representations to the Federal Government for additional funding to increase the speed of removing and otherwise addressing level crossings in NSW?

- (c) If so, when?
- (d) What was the outcome of those representations?

ANSWER

I am advised:

Yes. The Minister for Regional Transport and Roads wrote to the Deputy Prime Minister in July 2021 seeking support for an acceleration in the NSW and Australian Governments' shared commitment to improving level crossing safety. The NSW Government has, and will continue to, liaise with the Federal Government in relation to level crossing safety improvement projects.

SQ475 Fixed Warning Signs

475. In relation to the Government's announcement on 3 August 2021 regarding the installation of around 1,000 fixed warning signs for mobile speed cameras;

- (a) How many fixed warning signs will be installed?
 - i. Where will each sign be located? Please disaggregate by electorate.
- (b) How many of the signs will be installed on regional roads?
- (c) Who determined where the signs will be installed?
- (d) What is the total quantum of the additional signs?
- (e) Where is the cost of the signs and installation coming from?
- (f) What is the estimated completion date for the installation of all signs?
- (g) How many fixed warning signs will be installed?
- (h) Who will install the signs?
- (i) Will additional staff be employed for the project?
 - i. If so, how many FTE and PTE staff?
- (j) Will local communities have an opportunity to nominate a site?
 - i. If not, why not?

ANSWER

I am advised:

Commencing in late August 2021, 1000 mobile speed camera fixed warning signs are being installed across NSW. The location of the signs were determined by Transport for NSW in consultation with local councils and it is expected that around two thirds of the signs will be installed on regional roads

Transport for NSW staff from within the State Wide Maintenance and Delivery team in the Regional and Outer Metropolitan Division, as well as Transport for NSW approved contractors will be responsible for the installation of the fixed warning signs.

Members of the public are encouraged to nominate locations for mobile speed camera enforcement through the safer roads website.

SQ476 Lower Hunter Freight Corridor

476. Why have the Government commence the consultation project for the Lower Hunter Freight Corridor at a time when face-to-face consultations can't be held due to COVID when the construction timeline shows the project is 10-20 years away?

ANSWER

I am advised:

The consultation commenced on 12 July 2021, prior to the current restrictions that were in place in the Hunter Region. The consultation period has been extended to Monday 27 September 2021.

The protection of the corridor is becoming more urgent as new development occurs in the Region.

Transport for NSW will continue to look at opportunities for further engagement with the community as restrictions ease.

SQ477 Lower Hunter Freight Corridor

477. How many people registered for the MS Teams approach?

ANSWER

I am advised:

Transport for NSW received 230 registrations for three online engagement sessions.

SQ478 Lower Hunter Freight Corridor

478. Why wasn't Zoom used, which is much more user friendly?

ANSWER

I am advised:

The NSW Government has adopted MS Teams as its standard for online engagement not only because of its ease of use, but also because of its stronger security and privacy features in comparison to other platforms.

SQ479 Lower Hunter Freight Corridor

479. How many people have engaged in the consultation processes?

ANSWER

I am advised:

In addition to 230 registrations received for three MS Teams engagement sessions, Transport for NSW has engaged with the public through 72 emails and phone calls. 524 Portal submissions and comments were received.

SQ480 Lower Hunter Freight Corridor

480. Why isn't there a discussion in any of the documentation about costings for noise mitigation and abatement now, particularly as the area is high residential growth area?

ANSWER

I am advised:

Noise mitigation options will be explored during the project's detailed design development stage to ensure impacts on residents are mitigated in accordance with the required standards in 10 to 20 years when the rail infrastructure is needed. The recommended alignment, as exhibited, seeks to avoid to the greatest extent possible urbanised areas, as well as identified future urban areas.

SQ481 Lower Hunter Freight Corridor

481. Noise impact summary at section 7.5.2 concludes that: "The strategic review of noise and vibration found that protection of the Lower Hunter Freight Corridor would not impact on existing noise and vibration levels." However, what review has been done in relation to building a train line rather than reserving a rail corridor?

- (a) Isn't this just kicking the can down the road?
- (b) Why not do a proper quantitative noise assessment on the project now, before the corridor is locked in?

ANSWER

I am advised:

Strategic noise modelling was conducted for the Lower Hunter Freight Corridor based on current noise and vibration emissions for rail operations (see Section 7.5.1 of the Draft Strategic Environmental Assessment). The modelling concluded that moderate level noise mitigations would be required and further identified specific areas along the corridor where these mitigation measures would likely be needed. This analysis also identified that these noise mitigations would meet existing guidelines. The analysis noted that future freight rail was

anticipated to have reduced noise emissions. Detailed noise impact assessment is required at the detailed design development stage of the project to ensure that impacts on residents are mitigated in accordance with the required standards in 10 to 20 years when the rail infrastructure is needed.

SQ482 Lower Hunter Freight Corridor

482. The report proposes bushland as a buffer for noise. Where is the technical support for this?

ANSWER

I am advised:

The Draft Strategic Environmental Assessment Section 5.1.8 and Section 7.5.1 refer to the use of bushland as a buffer zone for noise mitigation. In both of these cases, the buffer zone refers to the offset distance between the tracks, i.e. the bushland is not claimed to provide noise mitigation over and above the simple reduction in noise levels that occurs over distance.

The location of the Lower Hunter Freight Corridor has been selected to maximise distance to residential and sensitive receivers, rather than utilising any buffer of bushland for noise mitigation purposes.

SQ483 Lower Hunter Freight Corridor

483. What modelling has been done to address the significant mining history in the area – and the substantial risk of mine subsidence in the area? The presence of mining voids is likely to be impossible to fully identify – what risk mitigation is in place to deal with this?

ANSWER

I am advised:

Section 5.1.4 of the Lower Hunter Draft Strategic Environmental Assessment addresses the constraint of mining, both current and historical in the area, particularly in the section between Fassifern and Cameron Park. Liaison with the Subsidence Advisory Board has assisted in identifying areas of potential subsidence and investigations to date have recommended that areas with potential mining voids and subsidence be further considered as part of the detailed design phase of a future rail infrastructure project. Mitigation measures such as those applied on recent Transport for NSW infrastructure projects in the area will likely be required in the detailed design stage when the infrastructure is required in 10 to 20 years.

SQ484 Lower Hunter Freight Corridor

484. What environmental impacts of the route passing through coastal wetlands and threatened lower Hunter spotted gums to the southwest of Holmesville and Barnsley have been assessed?

ANSWER

I am advised:

The Lower Hunter Draft Strategic Environmental Assessment describes the impact of the recommended corridor on biodiversity in Section 5.1.3. The threatened Lower Hunter Spotted Gum is noted in the area west of Holmesville and the corridor has avoided this threatened ecological community to the greatest extent possible. The corridor has avoided areas of Coastal wetlands (designated in Figure 5.4) in this area southwest of Holmesville and Barnsley. Avoiding areas of high ecological value and threatened ecological communities was an important consideration in the options development process.

SQ485 Lower Hunter Freight Corridor

485. How will you be dealing with the proposed crossing of the corridor of the M1 north of Cameron Park?

- (a) It appears to be at a very skewed angle, that could create the need for a bridge of 100m to cross it?
- (b) Has there been consideration of a perpendicular crossing?

ANSWER

I am advised:

- (a) The detailed design of the bridge to enable this crossing will be subject to further detailed design when the rail infrastructure is required in 10 to 20 years.
- (b) A perpendicular crossing of the M1 at this location would require considerable additional land outside the current government owned Special Purpose 2 infrastructure zoned corridor and would likely not meet the operational design requirements outlined in Section 3.1 of the Lower Hunter Freight Corridor Draft Strategic Environmental Assessment.

SQ486 Lower Hunter Freight Corridor

486. Why does the line cross west and east of the M1 Motorway?

- (a) Have you considered running the corridor to the west for the majority of the time?

ANSWER

I am advised:

The constraints outlined in Section 5 of the Draft Strategic Environmental Assessment included considerations of topography, slope stability, areas of previous mining and consideration of areas of significant ecological importance. Due to these considerations, as well as interface considerations with existing road infrastructure at both George Booth Drive and the Hunter Expressway, the recommended corridor is located on the eastern side of the M1 Motorway until north of the Hunter Expressway at Cameron Park.

SQ487 Lower Hunter Freight Corridor

487. What impact would the proposed route have on the future of the Federal Government's reservation of a long-term corridor for a "faster rail" passenger service along the NSW East Coast? Past studies have indicated a station to connect Newcastle and the Hunter to the east of the M1, so wouldn't it have been better to have kept the freight line to the western side? This would have the additional advantages of:

- (a) Removal of freight noise from additional suburbs including the growing areas of west Lake Macquarie around Toronto (Fassifern, Awaba etc). Noting recent residential developments including Billy's Lookout.
- (b) Preservation of the eastern side of M1 corridor for the future 'faster rail' alignment. A future 'faster rail' line would provide direct benefits to the Suburbs whereas a freight line does not. Past 'faster rail' route assessments by the Federal Government considered a Newcastle satellite station in the vicinity of Cameron Park (presumably south-west of Holmesville). The current proposal severs this future route.

ANSWER

I am advised:

While the operational requirements and design of a high speed rail alignment differs from the operational and design requirements of the Lower Hunter Freight Corridor, both can coexist within the same corridor. The strategic need to identify and preserve the recommended Lower Hunter Freight Corridor, will not preclude the Commonwealth Government from continuing investigations to advance the preferred alignment for high speed rail to connect with Newcastle.

The constraints identified in Chapter 5 of the Lower Hunter Freight Corridor Draft Strategic Environmental Assessment includes considerations of topography, slope stability, areas of previous mining and consideration of areas of significant ecological importance which has informed the location of the recommended corridor on the eastern side of the M1 at West Wallsend.

SQ488 COVID-19 Testing at Heavy Vehicle Testing Stations

488. How many heavy vehicle stations have COVID-19 testing facilities at them?

ANSWER

I am advised:

This information is publicly available.

SQ489 COVID-19 Testing at Heavy Vehicle Testing Stations

489. How many heavy vehicle stations do not have COVID-19 testing facilities at them?

ANSWER

I am advised:

This information is publicly available.

SQ490 Change Facilities on Regional Highways

490. How much funding was allocated in the 2021-22 budget for providing adult change facilities on regional roads and highways?

ANSWER

I am advised:

No specific funding was allocated in the 2021-22 budget for the provision of adult change facilities on state roads in regional areas.

Funding had previously been provided for a trial of semi-portable change facilities at specific locations on the network, which remains under evaluation.

SQ491 Country Rail Fleet

491. What is the maximum speed of the Endeavour Trains?

ANSWER

I am advised:

Endeavour trains have a maximum speed of 145 km/h.

SQ492 Country Rail Fleet

492. What is the maximum speed of the Explorer Trains?

ANSWER

I am advised:

Xplorer trains have a maximum speed of 145 km/h.

SQ493 Country Rail Fleet

493. What is the maximum speed of the proposed new trains?

ANSWER

I am advised:

The new fleet will be capable of speeds of up to 160km/h. Actual train speeds will depend on a variety of factors, including track condition, alignment, station and platform infrastructure, signalling infrastructure and frequency of other freight and passenger services using the corridor.

SQ494 Country Rail Fleet

494. Why did the Government deny some rail user groups the opportunity to visit the model carriage brought to EDI's Kelso Facility?

ANSWER

I am advised:

A high-fidelity mock-up is being used to obtain stakeholder and user feedback on the new Regional Rail fleet design.

Stakeholders and customers from diverse groups have been engaged to support the design of the new fleet. This includes customer representatives, NSW TrainLink staff, human factors specialists, people with disabilities or specific needs and Transport for NSW's Accessible Transport Advisory Committee. Their feedback is being taken into consideration to refine the fleet design and to make sure Transport for NSW delivers the best possible train fleet for customers.

Earlier this year, several rail user groups were invited to visit the high-fidelity mock-up, however these sessions have been postponed due to COVID-19 restrictions. In place of physical visits, a number of virtual tours were carried out for user groups by NSW TrainLink.

The new Regional Rail fleet is being designed to be as accessible and inclusive as possible for all of our customers.

SQ495 Country Rail Fleet

495. Such groups were arguing for several improvements, including disability access, larger luggage areas, wider aisles and better seating arrangements, why was the Government reluctant to allow them access?

ANSWER

I am advised:

A high-fidelity mock-up is being used to obtain stakeholder and user feedback on the new Regional Rail fleet design.

Stakeholders and customers from diverse groups have been engaged to support the design of the new fleet. This includes customer representatives, NSW TrainLink staff, human factors specialists, people with disabilities or specific needs and Transport for NSW's Accessible Transport Advisory Committee. Their feedback is being taken into consideration to refine the fleet design and to make sure Transport for NSW delivers the best possible train fleet for customers.

Earlier this year, several rail user groups were invited to visit the high-fidelity mock-up, however these sessions have been postponed due to COVID-19 restrictions. In place of physical visits, a number of virtual tours were carried out for user groups by NSW TrainLink.

The new Regional Rail fleet is being designed to be as accessible and inclusive as possible for all of our customers.

SQ496 Country Rail Fleet

496. Will the Government take their employees to court again if they raise safety issues with the Country Rail Fleet as they did with the New Intercity Fleet (NIF)?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 266.

SQ497 Country Rail Fleet

497. Will there be an independent review of the Country Rail Fleet?

ANSWER

I am advised:

Transport for NSW is consulting regularly with key stakeholders to ensure the new fleet meets required safety standards. Transport for NSW is committed to the safety of its customers and staff and will undertake vigorous testing and commissioning of the new fleet before it enters service.

SQ498 Electric Scooters

498. Are there any proposals to allow Electric Scooters to be used on public roads, bike paths, or footpaths?

(a) If not why not?

(b) If so, are these proposals publically available?

ANSWER

I am advised:

The potential advantages of electric scooters must be balanced against the safety of all road users in NSW. For electric scooters to be legalised or trialled for use on the road network, evidence must be provided showing they can be used in an appropriate regulatory environment and location that manages safety risks on roads and road-related areas.

SQ 499 Zero Emission Buses

499. Does Transport for NSW have budget approval from Treasury to ensure that all contract buses procured from today are zero emission buses?

ANSWER

I am advised:

A Strategic Business Case is being developed to support the transition of the existing diesel bus fleet to zero emission buses by 2030.

SQ500 Eastern Suburbs Bus Cuts

500. When will the Government release the findings of the 'South East Bus Changes' survey that was hosted on the mysydney website?
- (d) How will the Government make the results of the survey available to the public?
 - (e) Will the Government commit to including the feedback from the survey into the design of the Eastern Suburbs Bus Network moving forward?

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ501 Eastern Suburbs Bus Cuts

501. What was the community feedback on the removal of the 373 bus?
- (a) What percentage of respondents did not want the 373 bus to be removed?
 - (b) How many respondents indicated they wanted the 373 bus to remain in operation?
 - (c) What percentage of respondents mentioned a concern about the lack of routes through Taylor Square in their feedback?

- (d) How many respondents mentioned a concern about the lack of routes through Taylor Square in their feedback?
- (e) Without the 373 bus, how will passengers travel to Taylor Square in off peak from the following locations;
 - i. Arden Street , Coogee
 - ii. Havelock Avenue, Coogee
 - iii. Peruse Road, Randwick
 - iv. High Street, Randwick
 - v. Belmore Road, Randwick
 - vi. Frenchmans Road, Randwick
 - vii. Clovelly Road, Clovelly.

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ502 Eastern Suburbs Bus Cuts

502. What was the community feedback on the removal of the 400 bus?
- (a) What percentage of respondents did not want the 400 bus to be removed?
 - (b) How many respondents indicated they wanted the 400 bus to remain in operation
 - (c) What percentage of respondents mentioned a concern about the lack of routes from Bondi Junction to the Airport?
 - (d) What percentage of respondents mentioned a concern that the 'replacement' services will not service as many areas as the 400 bus?
 - (e) How many respondents mentioned a concern that the 'replacement' services will not service as many areas as the 400 bus?
 - (f) What will be the change in passenger capacity per hour, between Bondi Junction and the Airport if the 400 bus is removed?
 - (g) What is the difference in passenger capacity per hour between the current 400 bus and the proposed 350 bus?

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ503 Eastern Suburbs Bus Cuts

503. How many bus stops will the Government make redundant by removing all bus services from that stop?
- (a) How many bus stops will be removed from the Eastern Suburbs if the Government follows through with its plan to remove 25 bus services?
 - (b) How much further will local people have to travel to reach their bus stop if they access their bus stop on;

- i. Cook Street, Randwick
- ii. Clovelly Road, Clovelly
- iii. Dudley Street, Coogee
- iv. Peruse Road, Randwick
- v. Alison Road, Randwick.

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ504 Eastern Suburbs Bus Cuts

504. What data is the Government using to make decisions about the removal of bus services?
- (a) When will the Government make that data available to the public?
 - (b) Will the Government remove data from 2020 and 2021 when the Government was actively encouraging people to not use public transport?
 - (c) How has the Government accounted for the drop of its usage, related to the pandemic, in its decisions to remove 25 bus services?

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ505 Eastern Suburbs Bus Cuts

505. How many respondents from the survey mentioned the light rail?
- (a) What percentage of respondents were positive about the light rail?
 - (b) What percentage of respondents were negative about the light rail?
 - (c) How many people will be forced onto the light rail once their bus is removed?
 - (d) How much has the Government had to pay to Transdev since the light rail opening to make up the short fall in passenger numbers that Transdev was promised?

ANSWER

I am advised:

I refer you to the previous answer to LC 7206.

SQ 506 Sydney Metro- Western Sydney Airport

506. Which contracts have been executed on the Sydney Metro - Western Sydney Airport?

ANSWER

I am advised:

The procurement for the three main contract packages for Sydney Metro – Western Sydney Airport are all currently in the market.

SQ 507 Sydney Metro- Western Sydney Airport

507. What is the value of each contract that has been executed on the Sydney Metro – Western Sydney Airport?

ANSWER

I am advised:

I refer you to the answer to Supplementary Question 506.

SQ 508: Sydney Metro- Western Sydney Airport

508. What is the proposed width and height of the tunnel for the Sydney Metro – Western Sydney Airport?

ANSWER

I am advised:

The completed tunnels will be approximately six metres in diameter.

SQ 509 Sydney Metro- Western Sydney Airport

509. What proposed width and height of the rolling stock for the Sydney Metro – Western Sydney Airport?

ANSWER

I am advised:

The rolling stock will be procured as part of the Stations, Systems, Trains, Operations and Maintenance contract package. Rolling stock specifications will be confirmed as part of that contractual package.