

BUDGET ESTIMATES 2022

Additional hearings

Questions taken on notice Portfolio Committee No. 6 – Transport

Metropolitan Roads, Women’s Safety and the Prevention of Domestic and Sexual Violence

Hearing: Tuesday 1 March 2022

Answers due: 5pm Tuesday 29 March 2022

Minister Ward – Budget Estimates 2020-2021 – Answers to questions Taken on Notice

Staying Home Leaving Violence

Transcript page 18

The Hon. MARK BANASIAK: I know you mentioned the Riverina, but I will ask her to broaden that and also look at the river towns around the Darling River, like Walgett, Brewarrina, Bourke, Louth, Wilcannia and Menindee as well as the Riverina.

ANNE CAMPBELL: I will not go into the detail. I do not have that before me at the moment. In terms of the expansion of the Staying Home Leaving Violence program, we are looking at what the demand data is telling us in terms of the need for services in those locations. In addition to the \$484.3 million—the core and cluster—we are currently doing a lot of analysis and engagement with the sector. We hope to shortly start engaging with local providers and key stakeholders, particularly in some of the locations you are talking about, to look at co-designing that approach going forward. I am happy to take the rest of your question on notice

The Hon. MARK BANASIAK: Are you able to isolate—there was \$182 million? Was that the figure that I heard, Minister?

The Hon. NATALIE WARD: Four hundred and eighty four million.

The Hon. MARK BANASIAK: Sorry, \$484 million.

The Hon. NATALIE WARD: I can assist with some of those numbers, particularly in the regions, if it might help. We can get the specifics for you and take that on notice. We will try to get that for you today.

Answer

I am advised:

There are a range of NSW Government funded programs which address domestic and family violence in regional NSW, including river towns. These include:

- The Women's Domestic Violence Court Advocacy Services (WDVCAS):
 - WDVCAS have state-wide service coverage, including the Far West (Wilcannia) and Central North-West (Brewarrina, Bourke, Walgett).
- Staying Home Leaving Violence (SHLV):
 - 25 of the 33 current SHLV locations are in regional NSW, including across the Far West. The expansion of SHLV will increase its coverage to 70 locations, with 70% of the funding allocated to services in regional areas.

The NSW Government also supports a number of state-wide initiatives that provide critical services for people affected by domestic and family violence, including in regional and remote locations. This includes the Automatic Referral and the Men's Telephone Counselling and Referral Service, Start Safely, the NSW Domestic Violence Line and Victims Support Scheme.

Staying Home Leaving Violence Expansion

Transcript page 19

The Hon. MARK BANASIAK: Minister, you mentioned it was going from 33 to 70. On notice, are you able to provide what those new locations will be?

The Hon. NATALIE WARD: We are currently working through. The aim of expansion of this program is exactly that, to target those areas where we have received feedback from the sector that there are gaps. We are working with the sector to identify where and how we can provide that outreach program. We are doing that to co-design that with those providers. That might not be something we can get you immediately, other than to say that we are working with those providers to identify where we can get into those gaps. It might be an existing provider that does an outreach service to reach that particular location, and we are targeting that on the basis of where we know there is high unmet demand, with a focus on the regional and rural areas. We are making sure that we are working with those people on the ground who are doing that work to provide that intensive case management. Certainly we will get you the information we can but I anticipate the answer will say that we are working with the sector, which I acknowledge. Did you have anything further to add, Ms Campbell?

ANNE CAMPBELL: No, that is correct.

Answer

The NSW Government has funded the Staying Home Leaving Violence program to expand its reach from 33 to 70 locations. These locations are:

1. Albury
2. Ballina
3. Bayside
4. Bega Valley
5. Bellingen
6. Blacktown
7. Bland
8. Blayney
9. Brewarrina
10. Broken Hill
11. Byron
12. Cabonne
13. Camden

14. Campbelltown
15. Central Coast
16. Cessnock
17. Coffs Harbour
18. Coonamble
19. Cumberland
20. Dubbo Regional
21. Dungog
22. Fairfield
23. Federation
24. Gilgandra
25. Glen Innes Severn
26. Greater Hume Shire
27. Griffith
28. Gunnedah
29. Gwydir
30. Hawkesbury
31. Hay
32. Inner West
33. Inverell
34. Kempsey
35. Kiama
36. Kyogle
37. Lake Macquarie
38. Leeton
39. Lismore
40. Liverpool
41. Liverpool Plains
42. Maitland
43. Moree Plains

44. Murrumbidgee
45. Nambucca
46. Narrabri
47. Narrandera
48. Narromine
49. Newcastle
50. Orange
51. Parramatta
52. Penrith
53. Port Stephens
54. Randwick
55. Richmond Valley
56. Shellharbour
57. Shoalhaven
58. Singleton
59. Sydney
60. Tamworth Regional
61. Tenterfield
62. The Hills Shire
63. Tweed
64. Walgett
65. Warrumbungle Shire
66. Waverley
67. Wentworth
68. Wollondilly
69. Wollongong
70. Woollahra

Tackling Violence Program and Men's Behaviour Change Programs

Transcript page 20

The Hon. MARK BANASIAK: But that is more of a Minister Maclaren-Jones portfolio. I might follow up with her. Tackling Violence program, is that still running? The website says it is updated, but it still has data only from 2019.

The Hon. NATALIE WARD: Ms Campbell might speak to the status of that program. What we are trying to do is across the board find ways to be innovative in our approach and engage the community in doing so. We have a range of programs. That is one among many where we can try to partner together to do that. Ms Campbell might speak to the specifics.

ANNE CAMPBELL: That program is still operating, but I will take it on notice in terms of the details and the numbers.

The Hon. MARK BANASIAK: Sorry, Ms Campbell, I am hesitant to cut you off, because I have read the evaluation as well. More specifically, the recommendations that came from that that were put to the Government in 2019. I am wondering what has happened with them. There does not seem to be any response back from the Government. I note that this is supposed to be funded until 2021, which is last year.

The Hon. NATALIE WARD: Can I add to that in terms of the funding?

The Hon. MARK BANASIAK: Yes.

The Hon. NATALIE WARD: We will take on notice the specifics of the response to that report, that evaluation. I note that in 2021-22 we will invest \$10 million through DVF for reoffending support victims to support those Men's Behaviour Change programs and other services for men who choose to undertake them. We have 17 registered non-government organisation community-based Men's Behaviour Change Program providers running programs in 44 locations throughout the State. We currently fund five of those providers that are delivering programs across the 15 locations. That is the sketch from the perspective as you have asked, rightly, about the budget perspective. But, Ms Campbell, do you want to speak to the program itself?

Answer

I am advised:

The Tackling Violence program continues to be delivered with 23 clubs having expressed an interest in participating in the program in 2022.

75 new refuges

Transcript page 22-23

The CHAIR: I have one final question before we break for morning tea. I refer to the 75 new refuges that were announced last year. I asked how many of that core and cluster model would be pet friendly. The answer we got back on notice was not particularly helpful. Do you have an answer as to whether that accommodation will be pet friendly?

The Hon. NATALIE WARD: I might take that on notice and come back to you after the break, if I may, just to be clear on that. I would not want to contradict the answer that you received, so I will take that on notice.

Answer

I am advised:

Suitability for companion animals will be part of the design considerations for the new Core and Cluster refuges.

SHLV – funding agreements for providers

Transcript page 24

The Hon. PENNY SHARPE: Yes, but that is not unusual, but often the contract—that is quite unusual. Over many years there have been moves, particularly within the community sector, to give certainty of funding and so the contracts are for a four-year period. The idea that you would make them sign up again every year for one year provides a great deal of uncertainty for the sector. Why are you doing that?

ANNE CAMPBELL: Maybe I can take that on notice and come back to you.

Answer

I am advised:

The NSW Government has committed \$32.5 million over four years to expand the Staying Home Leaving Violence (SHLV) program. This includes \$19.8 million to expand the program from 33 existing locations to reach 70 locations across the state, focussing on areas with high demand.

This will enable the Department of Communities and Justice to align the further expansion of the Staying Home Leaving Violence program and offer consolidated funding contracts from July 2023.

Staying Home Leaving Violence locations

Transcript page 24

The Hon. PENNY SHARPE: I apologise if this was asked before. Are you able to give us a list of the new locations?

The Hon. NATALIE WARD: I will take it on notice. Ms Campbell might assist. What we are trying to do is assist those gap areas that have been identified where there may not be an existing service. Where we can reach into those areas, based on highest demand, that work is being done as we speak with the department, together with those providers. Ms Campbell, did you have something further to add?

ANNE CAMPBELL: I would just add to the first part of that question that, obviously, the funding has been allocated this financial year, and that is what is occurring at the moment. But, in turn, once we have done the next part, which we are currently about to go into, in terms of commissioning those services, we would be then looking at ongoing contracts from June 2023 for the remaining three years, subject to the market testing that we will be doing and the co-design that we will be doing with those providers.

Answer

I am advised:

Please see response to transcript page 19.

Coercive control education

Transcript page 26

The Hon. PENNY SHARPE: Thank you. So you are working on it. It is going to come. Let us be honest, it could take quite a while. What education and training do you know is being undertaken with police and other frontline workers at this point on coercive control?

The Hon. NATALIE WARD: I might have to take that on notice, given that I am not responsible for police, and respond via that avenue. Certainly I am very supportive of education of police. I think that is an ongoing challenge for police. But we might direct that question or take it on notice as far as possible.

Answer

The NSW Government recognises the importance of comprehensive and appropriate training on coercive control across our systems and community.

I refer the Member to the Government's Response to the Joint Select Committee on Coercive Control, which stated that:

The NSW Government is continuing to investigate and invest in opportunities to improve system responses to domestic abuse. Our response to domestic and family violence already includes significant investments across a range of areas, such as housing, crisis accommodation, counselling services, case management services, court advocacy, policing, education and health.

The 2021-22 Budget provided enhanced funding for this important work, including an extra \$60 million over two years to strengthen frontline domestic and sexual violence services across NSW. In October we announced an additional \$484.3 million - the single biggest investment in tackling domestic and family violence in the State's history.

We are investing \$10 million this financial year in Men's Behaviour Change Programs, including programs for culturally and linguistically diverse communities, LGBTIQ+ people, and Aboriginal communities.

In addition, the Committee proposed a range of systemic non-legislative reforms, a number of which are already underway. Prevention of coercive control must remain a priority.

A whole-of-government approach to reduce the number of victims and perpetrators of abuse is critical, and is already occurring, including through the work of the NSW Government's Domestic and Family Violence Delivery Board.

We recognise the importance of comprehensive and appropriate training on coercive control across our systems and community.

A public awareness campaign about coercive control will be developed and delivered in consultation with stakeholders, including with culturally and linguistically diverse and First Nations communities and organisations.

The Department of Education will review school programs about respectful relationships to ensure these include content about coercive and controlling behaviour.

Work is already underway to review and improve the Domestic Violence Safety Assessment Tool, and to deliver the NSW Police Force and Women's Domestic Violence Court Advocacy Programs co-location pilot program at five trial sites followed by formal evaluation. We will give additional consideration beyond the pilot to further co-location.

These commitments underscore the NSW Government's determination to tackle the scourge that is domestic abuse in our community.

Further, I am advised the Department of Communities and Justice has commenced scoping work in relation to training and education on coercive control for police and frontline responders in accordance with recommendation 19.

In addition, I am advised that development of and consultation on proposed legislation, which is being led by the Attorney General in close consultation with Ministers including the Minister for Police, will further consider specific training and education needs for agencies and the frontline sector in accordance with recommendation 22.

Coercive control

Transcript page 27

The Hon. PENNY SHARPE: Obviously there are a lot of different agencies in the mix. It is going to require cluster involvement. One of the recommendations again is building that inter-organisation support. What action has been taken in relation to this? It is police, health, education, justice, housing and First Nations agencies. Has work started?

MICHAEL TIDBALL: I will refer the question to Ms Campbell, thank you.

ANNE CAMPBELL: I am happy to answer that. Currently we have actually set up a coercive control departmental group. That is coordinating training and education needs for coercive control. I am happy to provide further information.

The Hon. PENNY SHARPE: If you could provide that on notice, that would be really useful, in terms of who is on that and those kind of things.

Answer

I refer the Member to the Government's Response to the Joint Select Committee on Coercive Control, which stated that:

A whole-of-government approach to reduce the number of victims and perpetrators of abuse is critical, and is already occurring, including through the work of the NSW Government's Domestic and Family Violence Delivery Board.

In addition, a Coercive Control Coordination Group has been established within the Department of Communities and Justice to assist with coordinating the legislative and non-legislative work program across government agencies and stakeholders to give effect to the Government's response to the Joint Select Committee on Coercive Control. The group includes representatives from Victims Services NSW; the Bureau of Crime Statistics and Research; and the Courts, Tribunals and Service Delivery and Transforming Aboriginal Outcomes divisions of the Department of Communities and Justice.

Sexual violence services

Transcript page 27

The Hon. PENNY SHARPE: If you could provide that on notice, that would be really useful, in terms of who is on that and those kind of things. I believe again there have been questions asked about this this morning in relation to sexual assault. It is my understanding that there is a lot of money, millions of dollars, federally that is coming to New South Wales for the sexual and domestic violence sector but that none is being invested in sexual violence services in New South Wales. Can you confirm that, Minister?

The Hon. NATALIE WARD: In relation to those specifics I might take that on notice, unless the secretary or Ms Campbell have something to add.

Answer

I am advised:

NSW entered into a new two-year National Partnership Agreement with the Commonwealth in 2021.

Under the National Partnership Agreement the Commonwealth Government has committed an additional \$80m in funding, split into four equal payments of \$20 million each over 2021-22 and 2022-23.

This agreement covers domestic and family violence and sexual violence.

Sexual violence services in NSW

Transcript page 27

The Hon. PENNY SHARPE: That is terrific, Minister, thank you for that. I again welcome the investment. But the specific question, and I think it is obviously being raised in the sector. We know that sexual assault reporting has increased massively over the last 10 years. There has not been an ongoing increase in funding to support services that do that, particularly not commensurate with the increase in the number of calls that they have to take. We are in a situation now where they basically suggest that only one in three people who pick up the phone to seek support after a sexual assault are actually getting answered. I do not need to tell you that it is a big thing for someone to actually pick up the phone in the first place. The last thing we want them to do is to have a call that is not answered. So I am particularly asking about the national partnership agreement. My understanding is that so far no money from the national partnership agreement is going into New South Wales sexual violence services. If I am wrong, I am happy to be corrected. Do you expect or anticipate that there will be some, if there is not any at the moment?

The Hon. NATALIE WARD: I will ask Ms Campbell to speak to that.

ANNE CAMPBELL: Thanks, Minister. As you know, Health fund all the sexual assault services, so it might be worth referring to NSW Health. But in terms of the national partnership's money, we are currently looking at that funding. Obviously we will be looking at both domestic and family violence as well as sexual assault.

The Hon. NATALIE WARD: And our package—

The Hon. PENNY SHARPE: Just to be clear, in your mind, though, sexual assault is a Health issue and domestic violence sits within Communities, is that the way—

The Hon. NATALIE WARD: No, I think—sorry, Ms Campbell, you might clarify your answer.

ANNE CAMPBELL: I am happy to clarify. Obviously, for domestic and family violence and sexual assault it sits not just within DCJ; it sits within other agencies in terms of responding to women and children escaping domestic and family violence and people and sexual abuse. So the NPA funding is considering initiatives for sexual violence as well as domestic and family violence and there is also a focus on prevention, though not so much on direct service provision. I am happy to take that on notice, but NSW Health—

Answer

I am advised:

NSW entered into a new two-year National Partnership Agreement with the Commonwealth in 2021.

Under the National Partnership Agreement the Commonwealth Government has committed an additional \$80m in funding, split into four equal payments of \$20 million each over 2021-22 and 2022-23.

This agreement covers domestic and family violence and sexual violence.

Funding for children's workers in children's refuges

Transcript page 28

The Hon. PENNY SHARPE: Thank you, Minister, our time is up and I have one quick one that I wanted to ask you. The Government last year made a commitment to fund specialist domestic and family violence children's workers in children's refuges. Have these workers been employed and, if so, where are they based?

The Hon. NATALIE WARD: Thank you. I might ask Ms Campbell to speak to those or perhaps we can get those numbers on notice or today.

ANNE CAMPBELL: I can just add that we are currently working to allocate that funding, but I am happy to take that one on notice and come back.

The Hon. PENNY SHARPE: So just to be clear, there is not one additional child worker in any refuge at the moment?

ANNE CAMPBELL: I would need to take that on notice.

Answer

I am advised:

Relevant providers will receive the funding shortly and can begin recruitment processes as soon as they are notified.

Workplace strategy for the specialist domestic and family violence sector

Transcript page 28-29

The CHAIR: The need for a highly skilled workforce in domestic and family violence was something that we identified during the committee inquiry into coercive control but is well understood. Has the New South Wales Government funded a workplace strategy for the specialist domestic and family violence sector and, if not, is the plan to do so?

The Hon. NATALIE WARD: Thank you. I have had roundtable meetings where that has been raised. I know it is particularly an issue in the sector for longevity and ensuring that we have that workplace in place and we can support that going forward. Certainly I am aware there is a need for recruitment and retention to be put in place and we have had some discussions around that already. Ms Campbell might speak to programs that are presently in place or take on notice—we can get that information for you about anything that might be in place at the moment. But I am very much aware, particularly as we expand and we put this record funding behind expanding programs, that we need people on the ground to be able to roll that out. That requires recruitment, retention, training and a range of—obviously we are challenged at the moment because of COVID. That is no excuse, but we are challenged by the sheer numbers of workforce. So we need to ensure that we are prioritising that, but Ms Campbell might speak to what we are presently doing on the ground.

The CHAIR: That would be useful, yes, if you could focus on whether there is a workforce strategy and, if not, if one is being developed.

The Hon. NATALIE WARD: I think that does exist with the service providers. Whether we as a government—

The CHAIR: But as a government, yes.

ANNE CAMPBELL: I think that is an area that we recognise we need to do more on. We are certainly looking at some of the national partnerships funding at the moment to look at a workforce strategy. We have also been working closely with DVNSW, who have some really great ideas in terms of how we can kind of roll that out to support services. So I am happy to take that on notice about any existing initiatives, but I do not think they probably go far enough in terms of ensuring we have got a really robust workforce strategy.

Answer

I am advised:

There are a range of training programs available to frontline workers in the domestic and family violence sector. For example, Lifeline DV Alert, AVERT Family Violence, eSafety Women training, and training provided by the NSW Education Centre Against Violence.

Public Education Awareness Campaign

Transcript page 52-53

The CHAIR: I have now found the other one that I was referring to that I could not find. Recommendation 9 is that the New South Wales Government should run awareness campaigns about coercive control as a priority, regardless of whether or not a specific coercive control offence is legislated. I know that the intention of the Committee was that it happened fairly quickly. Where are we at with that?

ANNE CAMPBELL: We have started planning for a public education and awareness campaign. This will be built on the SpeakOut campaign that has happened in the past, which is a previous domestic and family violence community awareness campaign. We are actively planning at this point.

The CHAIR: What is the approximate timing then for that?

ANNE CAMPBELL: I would need to take that on notice and come back to you.

Answer

I am advised:

The NSW Government is developing a public awareness campaign on coercive control in support of Recommendation 9 of the Joint Select Committee on Coercive Control. The Department of Communities and Justice has commenced scoping of options to deliver the campaign. This includes considering opportunities to build on the success of previous community awareness campaigns including the Speak Out campaign, which sought to raise awareness of the NSW Domestic Violence Line during the COVID-19 pandemic.

As stated in the Government response to the Joint Select Committee on Coercive Control, the coercive control campaign will be developed and delivered in consultation with stakeholders, including with culturally and linguistically diverse and First Nations communities and organisations.

Coercive Control education

Transcript page 53

The CHAIR: I will keep chasing that one to see what has happened. I think I have part of the answer to this next part. Another one of the recommendations was that awareness of coercive control and abusive relationships would be included in school education. I understand that the recent announcement in relation to improving our consent education skills may include elements of coercion, but have we actively worked to put coercive control into that education or is that still to come?

ANNE CAMPBELL: Yes, we are looking at that potentially from looking at the national partnerships agreement funding. But again, I would need to take that on notice in terms of specific details.

The CHAIR: Thank you, that would be very useful. My colleague Ms Sharpe asked before about training for police, and obviously that is under a separate department, but I expect it would be coordinated as part of that sort of multi-agency approach to these recommendations. Are you able to update us on training for judicial officers, people working in health, people working with children? Where is all of that up to when it comes to coercive control awareness?

ANNE CAMPBELL: We are currently working with the other government agencies to look at how we respond to that, and that will certainly be considered as part of the domestic and family violence implementation plan. Again, I am happy to take that on notice and get some further detail for you.

Answer

I am advised:

I refer the Member to the Government's Response to the Joint Select Committee on Coercive Control, which stated that:

The Department of Education will review school programs about respectful relationships to ensure these include content about coercive and controlling behaviour.

In response to recommendation 22, the NSW Government response stated that this recommendation was "Supported. The NSW Government will further consider."

Staying Home Leaving Violence

Transcript page 64

The Hon. JOHN GRAHAM: Understood, and I respect that. How many of the existing services have that Aboriginal focus at the moment, as you are weighing that up?

ANNE CAMPBELL: Currently, of the 28 providers, there are two Aboriginal organisations. I think one is in Sydney, and I can take on notice the other location.

Answer

I am advised:

Of the existing providers of the Staying Home Leaving Violence program, two are Aboriginal organisations.. They are WEAVE (Sydney/Redfern) and Waminda (Shoalhaven).

Frontline Women's Refuges

Transcript page 64

The Hon. JOHN GRAHAM: What is the total funding to support those 86?

ANNE CAMPBELL: It is funded within the specialist homelessness budget, which off the top of my head is about \$209 million per year, but I can take on notice the exact amount for those refuges.

The Hon. JOHN GRAHAM: If you are able to just break it down, because it is often rolled up—I think we are just looking for a specific figure for that part of the funding. For these refuges, how many of those specialise in dealing with the Aboriginal and Torres Strait Islander population?

ANNE CAMPBELL: All those providers would be providing services to Aboriginal and Torres Strait Islander women and children. I would probably need to take that on notice but, generally, there are probably too few in that space, and so one of the things that we are looking at, subject to funding contracts, is trying to increase the number of Aboriginal women's refuges. And certainly through the new announcement of the \$426 million core and cluster, we would be looking at a significant increase in Aboriginal controlled organisations operating those services, in partnership with Aboriginal community housing providers.

The Hon. JOHN GRAHAM: How many exist at the moment as specialist services? I take your point about the fact that nearly all of them might be—

ANNE CAMPBELL: I would need to take that on notice.

Answer

I am advised:

There are currently 86 women's refuges operating in NSW, an increase from 76 in 2014. All services support the Aboriginal and Torres Strait Islander population as needed.

75 refuges

Transcript page 65

The Hon. JOHN GRAHAM: How was the number of around 75 arrived at?

ANNE CAMPBELL: We did modelling in terms of demand at a high level and looked at a whole range of factors but I am happy to take that on notice and provide a more fulsome answer.

The Hon. JOHN GRAHAM: Yes, if you wanted to take that on notice—obviously funding is one of those factors but what else was able to be taken into account in that modelling?

ANNE CAMPBELL: Yes.

Answer

I am advised:

Several key factors were taken into account including:

- the number and capacity of existing Special Homelessness Service women's refuges
- number of people seeking assistance from Specialist Homelessness Services as a result of domestic and family violence
- the geographical distribution of unmet need for Special Homelessness Services crisis accommodation in NSW as a result of domestic and family violence
- estimated cost to establish and operate new women's refuges, and available funding
- outcomes of the Victorian Royal Commission into family violence resulting in a national shift away from communal crisis accommodation to the core and cluster model, and outcomes of the Core and Cluster trial in NSW.

QoN01

The Hon. JOHN GRAHAM: When you say you spoke to the secretary in the morning, that was when you first became aware—that morning?

The Hon. NATALIE WARD: Yes, that morning when there was—

The Hon. JOHN GRAHAM: How did you first become aware?

The Hon. NATALIE WARD: There was a flurry of activity, I have to say, Mr Graham. We had

The Hon. JOHN GRAHAM: How did you first become aware?

The Hon. NATALIE WARD: I have to say there was a combination of Mr Sharp and I speaking. There were, obviously, media reports. We were monitoring those. I was speaking with my staff. There was a range of activities. What we were focused on, Mr Graham, was getting people in those transit lanes so that we could ease that congestion.

The Hon. JOHN GRAHAM: I think you are saying you do not quite recall how you first became aware?

The Hon. NATALIE WARD: It was early in the morning. I would have to check my phone for the exact text message times. But certainly we were speaking early, as soon as we were aware.

The Hon. JOHN GRAHAM: Did you contact Mr Sharp or did he contact you?

The Hon. NATALIE WARD: I would have to check that.

The Hon. JOHN GRAHAM: Perhaps on notice?

The Hon. NATALIE WARD: Ordinarily, we would have media reports coming through. I would have staff text messages.

The Hon. JOHN GRAHAM: Yes. Are you happy to take that on notice?

The Hon. NATALIE WARD: If I can assist, yes, if there are specifics.

ANSWER

I had a number of conversations with the Secretary throughout the morning on the 21st of February.

QoN02

The Hon. DANIEL MOOKHEY: I appreciate that, Minister. On notice, are you in a position to provide us with the dates of all meetings you have had directly with the secretary since you became Minister—face to face, over Zoom and in other forms?

The Hon. NATALIE WARD: Yes, I will endeavour to do that, of course.

ANSWER

I am advised:

Since becoming Minister for Metropolitan Roads, Mr Sharp and I have had regular scheduled meetings that are supplemented by ad-hoc and issue based meetings.

QoN16

The Hon. JOHN GRAHAM: Returning, Minister, to the northern beaches link, have you sought or been given advice about a potential deferral of this project—that is, building it, but building it later?

The Hon. NATALIE WARD: I have to take that on notice, I think. There are a range of options available when you roll out infrastructure, but it is in a process, Mr Graham. We are committed to the project. It will go through those ordinary processes as it is, with the planning stages that are with the planning Minister or with the planning department as I see it. Ms Drover might speak to the options, but that is a matter that is presently with Planning, given we have provided our responses to the EIS.

The Hon. JOHN GRAHAM: I am surprised by that answer, Minister, because your predecessors have been very clear cut about what the time line is for that process to take place. I am surprised that for such a big project you are not sure you need to take on notice whether or not you have been given advice about a deferral.

The Hon. NATALIE WARD: I would not want to do anything other than provide the best available information I can to the Committee, Mr Graham. I want to clarify and provide that information. But what I can say is my understanding is that it is presently with Planning as is the normal course with large infrastructure. Eight motorways that have been delivered or are in delivery have gone through the same processes. That is the normal course. I will clarify whether there has been—I am sure there is a range of options. But it is not my understanding that it is anything other than going through those normal processes. Ms Drover might speak to that.

ANSWER

I am advised:

The NSW Government is committed to the planning and delivery of the Beaches Link and Gore Hill Freeway Connection.

QoN17

The Hon. JOHN GRAHAM: Thank you, Minister, and you have given that answer previously. I might turn to another issue. You have said in the House in relation to the tolling regime for the Government, and you put it a couple of different ways, "There's nothing secret about our tolling regime." Given that the base case financial models for the M7 Westlink and the Lane Cove Tunnel have been released to the Parliament previously, will you release the WestConnex base case financial model?

The Hon. NATALIE WARD: I will take that on notice, Mr Graham.

ANSWER

I am advised:

Estimates contained in the WestConnex base case financial model are commercial-in-confidence.

QoN18

The Hon. JOHN GRAHAM: Given that you have said, "There's nothing secret about our tolling regime," will you release the details of the compensation which is owed, which your previous Minister said was very, very significant compensation?

The Hon. NATALIE WARD: Mr Graham, I stand by the transparency which this Government has and continues to have with all of our arrangements in place, some of which were started under the previous Labor Government and this Government continues as we roll out infrastructure. I will take on notice the specifics of that particular arrangement.

The Hon. JOHN GRAHAM: Thank you. Minister, given you have said, "There's nothing secret about our tolling regime", how many bidders were there for the WestConnex project?

The Hon. NATALIE WARD: Wherever possible, Mr Graham—if I can just finish that sentence—it is important to note for this Committee that that information where it is covered by Cabinet in-confidence is not within my purview to release. Certainly I am able to assist wherever possible with information that is transparent.

The Hon. JOHN GRAHAM: I am happy with that being taken on notice.

The Hon. NATALIE WARD: There is no—

The Hon. JOHN GRAHAM: Given you said, "There's nothing secret about our tolling regime," how many bidders were there for the WestConnex transaction?

The Hon. NATALIE WARD: I would have to ask the secretary to speak.

ROB SHARP: I would have to take that on notice as well.

ANSWER

I am advised:

This information is commercial in confidence.

QoN19

The Hon. JOHN GRAHAM: Thank you, secretary. Minister, given you have said, "There's nothing secret about our tolling regime," how much are drivers paying in total in tolls under contracts that have already been signed by this Government?

The Hon. NATALIE WARD: I stand by, Mr Graham, that we make that information available wherever possible, unless it is covered by Cabinet-in-confidence or commercial-in-confidence arrangements, as is the ordinary course with large infrastructure arrangements. And those agreements, wherever possible, if there are specifics I can provide, I will take that on notice and do so.

ANSWER

I am advised:

Transport for NSW does not possess this information.

Any forecasting Transport for NSW undertakes in relation to toll roads is based on a range of dynamic assumptions and variables.

QoN20

The Hon. DANIEL MOOKHEY: No, it is a different question, Minister. What is the current expected outturn cost?

The Hon. NATALIE WARD: I will take it on notice.

The Hon. DANIEL MOOKHEY: Is it still \$1.5 billion.

The Hon. NATALIE WARD: I will take it on notice, thank you

ANSWER

I am advised:

This information is available on page 5 – 52 of Budget Paper No. 3 released as part of the 2021/22 NSW budget.

QoN21

The Hon. DANIEL MOOKHEY: There have been reports that the cost is now much higher. There are factors that may or may not explain why that is the case. Hence, I am asking you because I am interested in the extent to which you, as Minister, are paying attention to the operating projects of these projects that you consistently say that you are building. You have been eager to talk about the eight projects that you are building. This is one of them. It is a simple question. What is this particular project expected to cost us?

The Hon. NATALIE WARD: Mr Mookhey, I have indicated to the Committee that we will take that on notice and provide that further detail to the Committee in due course.

ANSWER

I am advised:

This information is available on page 5 – 52 of Budget Paper No. 3 released as part of the 2021/22 NSW budget.

QoN22

The Hon. DANIEL MOOKHEY: Minister, do you have the current expected cost of the Sydney Gateway?

The Hon. NATALIE WARD: We will take that on notice.

ANSWER

I am advised:

The NSW Government is investing up to \$2.6 billion to deliver the Sydney Gateway as announced by the former Premier in November 2020.

QoN23

The Hon. DANIEL MOOKHEY: Do you have the expected cost of the western harbour tunnel as of now?

The Hon. NATALIE WARD: I will take that on notice

ANSWER

I am advised:

In January 2022, the NSW Government awarded a contract to deliver the first stage of tunnelling for Western Harbour Tunnel.

Stage Two of the Western Harbour Tunnel is currently out to tender and the contract will be awarded in due course.

QoN24

The Hon. JOHN GRAHAM: I want to turn to that non-business-motorist question. What are the equivalent figures for the top 10 per cent and the top 5 per cent? Two thousand dollars a year is quite a lot for the top 15 per cent.

The Hon. NATALIE WARD: I will take the specifics of the 5 per cent on notice. I note that, since October '21, around 1.2 million E-Toll customers who paid a tag deposit have had that credited back to their tolling account. A total of \$64 million has been credited back to customers. That is through motorways including WestConnex and other motorways that deliver those travel time savings. So—

ANSWER

I am advised:

60 percent of non-business motorists in Sydney pay less than \$4 a week in tolls per tag, with more than 85 per cent spending less than \$13 a week.

The average non-business toll road user is paying \$7 per week per tag, which compares to \$17 per week paid by the average public transport user.

QoN25

The Hon. JOHN GRAHAM: Can I just ask you to clarify that. In the House you said the top 15 per cent of non-business motorists spend more than \$13 per week per tag. So it is per tag.

The Hon. NATALIE WARD: It may be. I will come back to you on that. Yes, it is per tag.

ANSWER

I am advised:

I refer to the answer provided in the hearing.

QoN26

The Hon. DANIEL MOOKHEY: Minister, I asked you about the projected estimated cost of the Sydney Gateway and I have asked you about the Western Harbour Tunnel and I appreciate you have taken it on notice. Do you have the estimated cost for the Rozelle interchange?

The Hon. NATALIE WARD: Mr Graham, all of this—

The Hon. DANIEL MOOKHEY: Mookhey.

The Hon. NATALIE WARD: Sorry, Mr Mookhey, apologies. I will take that on notice. We have a number of—

ANSWER

I am advised:

This information is available on page 2 – 14 of Budget Paper No. 3 released as part of the 2021/22 NSW budget.

QoN27

The Hon. DANIEL MOOKHEY: And do you have the estimated cost for the M6 Stage 1?

The Hon. NATALIE WARD: Yes. We have estimated costs for all of our projects.

The Hon. DANIEL MOOKHEY: Can you tell us?

The Hon. NATALIE WARD: I will take it on notice.

ANSWER

I am advised:

This information is available on page 5 – 52 of Budget Paper No. 3 released as part of the 2021/22 NSW budget.

QoN28

The Hon. DANIEL MOOKHEY: Please. Why has there been a \$1.4 billion in costs for the M6 Stage 1, WestConnex Rozelle Interchange and the Sydney Gateway between 2019 and 2020 that is not yet reflected in the financial statements?

ROB SHARP: I would have to take on notice that specific balance sheet movement.

ANSWER

I am advised:

I refer you to the answers provided by Minister Stokes during his budget estimates hearing on the 14th of March.

QoN29

The Hon. DANIEL MOOKHEY: Specifically, various Ministers, including Minister Ward, characterised it as a strike, where Sydney Trains CEO and others were saying the network was closed or shut. I am asking specifically, did your team pick up that discrepancy and inform the Ministers that the information they were providing was not accurate?

ROB SHARP: I would have to take it on notice in respect of that specific comment.

ANSWER

I am advised:

Transport for NSW remained in contact with Minister Ward throughout the day beginning early in the morning.

QoN32

The Hon. DANIEL MOOKHEY: I am not expecting you, Mr Sharp, to be a media monitor. What I am asking, though, is did the department inform the Ministers, including Minister Ward, that it was actually a shutdown? You said that you had, and then you said throughout the course—

ROB SHARP: I will have to take that on notice.

ANSWER

I am advised:

Transport for NSW remained in contact with Minister Ward throughout the day beginning early in the morning.

QoN33

The Hon. DANIEL MOOKHEY: I am asking, did the department inform Minister Ward that that position that she was putting on Sydney radio was incorrect?

ROB SHARP: As I said—I already answered that question—I would have to take it on notice and go back through the teams as to how they communicated that.

The Hon. DANIEL MOOKHEY: No, it is a separate interview. Again, if you wish, take it on notice as a further question. There are two specific instances where Minister Ward is clearly communicating a position to the public which is inaccurate.

There was one on Monday morning. There was one on Tuesday morning. I am trying to understand whether the department acquitted its responsibility to inform the Minister of the facts of the matter and, if so, when the department did that.

ROB SHARP: I have taken that on notice.

The Hon. JOHN GRAHAM: I am interested in pressing that point slightly, Mr Sharp, because if it was the ordinary course of business I think that answer would be acceptable. This was a red-hot public transport issue. It was the most important issue in New South Wales at that time. This is 36 hours later. Surely you must be able to tell us that there was some professional advice from the agency about what the status of this was by that time.

ROB SHARP: Firstly, I did not say that the communications process was in the ordinary course of business. We have formal communication processes. When you are in a crisis, you rely on process because otherwise it would be very ad hoc.
The Hon. JOHN GRAHAM: Yes, spot-on.
ROB SHARP: The team is very professional and does its job. I have taken on notice the communication that did or did not take place in regard to those comments. I am not privy to or aware of the Tuesday comments, so I will have to take it on notice

ANSWER

I am advised:

Transport for NSW remained in contact with Minister Ward through both ad-hoc briefing and a regular operational meetings.

QoN34

The Hon. JOHN GRAHAM: So it was the Premier's office—when was Minister Stokes briefed?

ROB SHARP: I would have to take that on notice and go back to my notes on when he was briefed formally

ANSWER

I am advised:

I refer you to the answers provided by Minister Stokes during his budget estimates hearing on the 14th of March.

QoN35

The Hon. DANIEL MOOKHEY: Do you have any information about the extra volumes of cars that were on the road as a result of the network shutdown?

ROB SHARP: Once the TMC—the Traffic Management Centre—was in place, yes, we are aware of that. We have live camera feeds.

The Hon. DANIEL MOOKHEY: What is it? What was the percentage increase on average road traffic that morning?

ROB SHARP: I would have to take on notice the actual percentage increases, but we were aware there were some key freeways, because typically what would happen is, if there is an incident, the freeways bank up very quickly. We see that on the TV screens

ANSWER

I am advised:

For the full day of Monday 21 February 2022, road vehicle observations were 0.1 per cent lower compared to the same day for the previous week.

QoN36

The Hon. JOHN GRAHAM: I will be handing over to the Chair. Could you provide to the Committee—I think this would be useful for the Parliament generally—perhaps on notice, some details of how you have allocated the staff between these Ministers broadly, in whatever terms Transport would think about it, and any information, if not the charter letters themselves, or some written guidance about where these Ministers are dealing with the public policy roles, anything you can provide.

ROB SHARP: Written guidance would not come from Transport. So I am not quite clear on what you are looking for there.

The Hon. JOHN GRAHAM: I am happy for you to take this on notice. If you are able to provide the charter letters, that would be helpful. If you chose not to, some guidance to us about what the carve-up is on reflection on notice would be helpful.

ROB SHARP: I will take that on notice, and we will look to see what we can provide.

ANSWER

I am advised:

Please refer to the *Allocation of the Administration of Acts (2001)*.

QoN37

The Hon. DANIEL MOOKHEY: In the November budget estimates I ambushed Treasury by asking questions about the budget and they did not see it coming. I might have to read to you from it, if you do not mind, and I am sure in the meantime someone will be able to find it on a computer for you or get you a copy of it. I am going to go through a whole bunch of questions on matters that are interesting to do with the Roads portfolio that are in the report and just ask you some questions that you may need to direct to someone else. I accept that. Firstly, it says that in the financial year to the end of 2021 the amount that we spent, cashback refund M4-M5, went up from \$112 million to \$124 million. Is that because of higher usage of those roads or is it because it is just a high claim rate?

ROB SHARP: It could be either. Obviously I would not have that data. I do not think anyone here would—

JOOST de KOCK: No. We would have to take it on notice.

The Hon. DANIEL MOOKHEY: Can you take it on notice?

ROB SHARP: We will have to take it on notice and revert to you on the reason it has gone up.

ANSWER

I am advised:

Cashback refunds on the M5 South West increased in the 2021-22 financial year due to a combination of factors including a higher usage of the motorways. The cash back scheme does not extend to the M4.

QoN38

The Hon. DANIEL MOOKHEY: How much is budgeted for cashback in the budget this year? It is not broken out. What is the budget for cashback? Is it a demand-driven budget?

ROB SHARP: We would have to go back to the budget and pull that number out and revert to it.

The Hon. DANIEL MOOKHEY: I know again it is a difficult question for budget estimates and no one expected it. But it is not broken up, so I presume it is in the general appropriation that is going to Transport.

Given the matter is not reported, if you do not mind taking it on notice, but I would like to know how much is budgeted for it across the forward estimates this year, next year and 2023-24. If that is possible if we could get that?

ROB SHARP: If it is possible, yes, we will get that.

The Hon. DANIEL MOOKHEY: Well, it is possible. I am just wanting to know what the budget is and if you want to provide any—

The Hon. JOHN GRAHAM: It has been the subject of some discussion in the Herald.

The Hon. DANIEL MOOKHEY: Indeed. If you wish to provide some explanation as to how it is budgeted for that would be good. How do you guys model it; how do you predict demand; are you working within a capped amount? I am happy to welcome any information that Transport is prepared to give. Is that possible, Mr Sharp?

ROB SHARP: Yes.

ANSWER

I am advised:

The budget is demand driven based on modelling of actual volumes through the M5 South West. The budget and forecast will be further refined through a process of ongoing traffic analysis.

- FY2022 M5 South West cashback revised budget is \$132m.
- FY2023 M5 South West cashback forecast for the budget is \$140m.
- FY2024 M5 South West cashback forecast for the budget is \$146m.

QoN39

The Hon. DANIEL MOOKHEY: Equally it says here that the Sydney Harbour Tunnel operating expenses to us was \$39 million. What is that? What do we pay for when it comes to the Sydney Harbour Tunnel which is worth \$39 million. Anyone?

ROB SHARP: Camilla, do you know underneath the contract on that one?

CAMILLA DROVER: I think we would have to take it on notice because we have not got the budget in front of us.

ANSWER

I am advised:

The Sydney Harbour Tunnel operating expenses include both an operating fee as well as other expenses.

QoN40

The Hon. DANIEL MOOKHEY: It is not the budget. It is in your annual report. It says here on Note 2, which, for people who are following at home, is on page 20 of volume 2, that Sydney Harbour Tunnel operating expenses went up from \$33 million to \$39 million last year. I am interested as to why there was a \$6 million movement. But, given the concession arrangement, I am also interested in what exactly we are paying for.

ROB SHARP: It will be tied up with the concession arrangement. We will come back to you on that as well.

ANSWER

I am advised:

The increase in expenditure in 2021 from 2020 of \$6 million, is a combination of annual operating repairs and maintenance and other costs.

QoN41

The Hon. DANIEL MOOKHEY: In the data around e-tag, one thing we were asking in the tolling inquiry to Transurban, which has the other tag, was the distribution of, I guess, the number of people who are using theirs by LGA. I think we did ask, or maybe we asked Transport at the same time for the same breakdown on e-tag usage. But I am really interested in how many people are using e-tags by Sydney LGA, if it is possible, and how many trips are being taken.

ROB SHARP: I will just refer that to Mr de Kock. Is that feasible in our systems?

The Hon. DANIEL MOOKHEY: You might have to take this on notice.

JOOST de KOCK: At the moment we have done a lot of analysis on the E-Toll tags, on the expenditure. We have not done it on LGAs yet.

The Hon. DANIEL MOOKHEY: Okay. If you could provide us with whatever analysis you have done, on notice.

JOOST de KOCK: I think you were asking me the question last time. We will take that on notice and see what we can provide.

ANSWER

I am advised:

Transport for NSW does not hold this information in this form.

QoN42

The Hon. DANIEL MOOKHEY: Yes. Therefore, can you please tell me how much you expect to earn in numberplates this year in the forward estimates?

ROB SHARP: We will take that on notice.

ANSWER

I am advised:

Transport for NSW anticipates that number plates will generate approximately \$170 million in revenue for financial year 2021/22.

QoN43

The Hon. DANIEL MOOKHEY: Please. Equally it says here that you got some early agreement termination fees from WestConnex last year. This is included in a sort of line item as \$147 million. Of the \$147.5 million of income you earned through the sales of goods and services, how much of that came from an early agreement termination fee in relation to WestConnex?

ROB SHARP: I am not privy to that. Ms Drover, can you give that number?

CAMILLA DROVER: We will have to take it on notice.

The Hon. DANIEL MOOKHEY: Why? What was the agreement that terminated it that prompted WestConnex to pay you some million dollars?

CAMILLA DROVER: I am not clear what that is referring to, so we will take it on notice.

The Hon. DANIEL MOOKHEY: Okay. Maybe just to assist on notice, it is on page 27 of volume 2 in which it clearly says that that is what you got. So it would be good if you did do that

ANSWER

I am advised:

In October 2019, Roads and Maritime Services received a one-off \$20 million fee for the early termination of the WestConnex Tolling Service Agreement.

QoN44

The Hon. DANIEL MOOKHEY: This what I am interested in in the RMS merger. We were asking questions about this in last year's budget estimates as to how many people were made redundant. I think you did take that on notice, or maybe your predecessor did, and we never really got a clear answer as to how many people. From the RMS-related aspect of that cluster, do you have any information right now as to how many people were made redundant and what the total cost was?

ROB SHARP: There were people made redundant, but there are also still people who we have on our books. We took the view that we would not just be making people redundant in the middle of COVID. There were also commitments around allocating certain numbers or groups out of RMS into transport roles and facilitating roles, and we have been assiduously working through that. I am aware that there is still a residue of staff that will face redundancy in the coming months, so I can come back with data in terms of exactly what those redundancy numbers are.

ANSWER

I am advised:

Transport for NSW discloses details of redundancies in its annual report and provides details of this to Treasury based on historical trends.

QoN45

The Hon. DANIEL MOOKHEY: I would appreciate that on notice, as well how many are likely to be redundant. Your report says here that you got funding from Treasury of \$27.2 million last year to make people redundant, which makes you the department that made the most people redundant—congratulations! The previous year was \$32.8 million, which is huge. Of the \$113 million of redundancies across the government, close to \$1 in every \$3 has gone to your department to make people redundant. Do you want to give us an explanation as to why so many people—

ROB SHARP: Yes. In terms of the Evolving Transport program, as you are aware, this was a major merger. But in conjunction with it, we were also looking at back of office. There was a corporate services review where we consolidated a lot of roles centrally—a typical corporate services offering where those services are provided across the whole Transport cluster. There were efficiencies gained from that, and there were a number of redundancies that took place from that. As I mentioned, we will provide those details to you. But that did drive a substantial program and efficiencies, if you like, from a headcount perspective.

ANSWER

I am advised:

The focus at Transport for NSW during recent reforms is to redeploy and reskill where possible, identifying opportunities for employees who wish to stay within the organisation.

QoN46

The Hon. DANIEL MOOKHEY: My final question on this is whether you can tell us on notice how many positions you are currently hiring for at the senior executive service level and how many you anticipate hiring across the year. That would be helpful.

ROB SHARP: I will take that on notice

ANSWER

I am advised:

As of 15 March 2022, there are approximately 50 senior executive roles that are currently in the hiring process.

QoN52

CAMILLA DROVER: For Sydney Gateway?

The Hon. DANIEL MOOKHEY: Yes.

ROB SHARP: Yes, it was \$2.6 billion.

CAMILLA DROVER: That remains the budget for Sydney Gateway.

The Hon. DANIEL MOOKHEY: Why is it not recorded in the budget paper, given that we have announced it is \$2.6 billion? It is not recorded here. Do we know why? Can you take it on notice?

ROB SHARP: We will have to take it on notice and go back to the team as to the preparation of the material.

ANSWER

I am advised:

It is standard practice for the Estimated Total Cost of a project to be included the Budget Infrastructure Statement once the project is fully contracted.

QoN53

The Hon. DANIEL MOOKHEY: I think, at the time, they were called—not the ancillary works but the connecting works to WestConnex. Hill Road, I think, was the one that got \$160 million of it previously. Do you have a list of what roads the Housing Acceleration Fund has contributed to?

CAMILLA DROVER: Not with me today, no.

The Hon. DANIEL MOOKHEY: Can you take that on notice?

CAMILLA DROVER: We can take that on notice.

ANSWER

I am advised:

This is a matter for the Minister for Planning.

QoN54

The Hon. DANIEL MOOKHEY: There is \$30 million still reserved in Restart NSW for the Housing Acceleration Fund. Is that money that Transport is going to seek to use for roads by any chance?

CAMILLA DROVER: I will take on notice the specifics of that \$30 million.

ANSWER

I am advised:

This is a matter for the Minister for Planning.

QoN55

The Hon. JOHN GRAHAM: I think the offshore disposal is understood. It is really what to do with that top layer of soil. You are not disagreeing that there was a plan and there was consultation to raise this up off the harbour floor, barge it out of the heads, take it to the Port of Newcastle and then ship it, via truck, to one of two sites that was being examined in the Newcastle area?

CAMILLA DROVER: My understanding is there was some discussion with the Port of Newcastle, but it related to the Beaches Link project, not the Western Harbour

Tunnel. That is my understanding. I can take that on notice to confirm. There are no plans to take spoil and barge it up to Newcastle for disposal for either the Western Harbour Tunnel or the Beaches Link program.

ANSWER

I am advised:

Transport for NSW will not be progressing with proposed plans to transport materials from the Beaches Link project to the Port of Newcastle.

There are no plans to take spoil to Newcastle for disposal for the Western Harbour Tunnel.

QoN56

The Hon. JOHN GRAHAM: It will go straight from that staging area to be trucked somewhere. Where are the options that a contractor might use at that point?

CAMILLA DROVER: There are a number of sites across Sydney.

The Hon. JOHN GRAHAM: There is a small number of sites. Would you take on notice what those might be?

CAMILLA DROVER: We can do and see what information we can bring back.

ANSWER

I am advised:

Any material deemed unsuitable for offshore disposal will be disposed of at a suitably licensed land-based facility and classified according to the NSW Environment Protection Authority's Waste Classification Guidelines.

QoN57

The Hon. DANIEL MOOKHEY: I ask this because it is a distinct source of funding that can only be accessed through a special procedure that requires Infrastructure NSW to endorse it and then for you to produce a full business case as the project sponsor, and equally for it to have a BCR of at least more than one. That is the only way, legally, this money can be spent. So I am going to presume that Transport prepared the business case that led to the commitment of western Sydney roads for Sydney's second airport.

ROB SHARP: Yes. I can confirm that process is in place. I have to revert, though, in respect to the actual list of roads that you are referring to that were funded out of that sum.

The Hon. DANIEL MOOKHEY: The process has to have been complete, because this is not a reservation; this is an actual commitment. It has gone through all the assessment processes. Neither that business case nor a summary of that business case is public, to the best of my knowledge, but I could be wrong. If that summary is anywhere public, if we could get a link on notice that would be helpful. I am trying to understand which of the roads that are listed elsewhere in the capital works program have been funded from that. Are these separate to what has been listed on the capital works program?

ROB SHARP: We will have to clarify that. But we will take that on notice and come back to you.

ANSWER

I am advised:

Projects that are considered under Western Sydney Infrastructure Plan are as available online at: <https://roads-waterways.transport.nsw.gov.au/projects/infrastructure-plan/index.html>

QoN58

The Hon. DANIEL MOOKHEY: Before I leave that, can we also get when that \$219 million is to be spent, in what year as well? The funding profile over the forward estimates would be helpful.

ROB SHARP: We will take that on notice.

ANSWER

I am advised:

The \$219m Restart NSW funding relates to the M12 Motorway and Northern Road Stage 3.

QoN59

The Hon. DANIEL MOOKHEY: I think we have a bit more public information about the smart motorways program. The smart motorways program is getting \$21.6 million from Restart NSW. Is that the total project cost?

ROB SHARP: I will ask Mr de Kock if he has got that number.

JOOST de KOCK: Can you ask that question again?

The Hon. DANIEL MOOKHEY: Page 4-3 of Infrastructure Statement 2021-22 in Budget Paper No. 3 says that \$21.6 million from Restart NSW has been allocated to the smart motorways program. The question is, is that the full cost of the smart motorways program?

JOOST de KOCK: I think not, but I have to get back to you what that fund is being used for exactly and the full cost of the smart motorway. But maybe, Ms Drover, do you have the costs for the M4 Smart Motorway?

The Hon. DANIEL MOOKHEY: Well, what is the total project cost of smart motorways?

CAMILLA DROVER: I can give you some budget figures. The M4 Smart Motorway, which is complete and opened in late 2020—that was a \$600 million project. We are also working on the Western Distributor M1 project, and that has a budget of about \$120 million.

ANSWER

I am advised:

Smart Motorways is a large program with a mix of planning, development and delivery works across the M1, M4 and Warringah Freeway. The funding commitment for the Smart Motorways Program is \$422 million, including \$21.6 million from Restart NSW approved in the 2020-21 financial year.

QoN60

CAMILLA DROVER: We are in the planning phase for that at the moment. So we are not in delivery.

The Hon. DANIEL MOOKHEY: Is this \$21.6 million for that?

CAMILLA DROVER: I do not recognise that number. So we will take that on notice and confirm what it is.

The Hon. DANIEL MOOKHEY: The problem now is that this is a commitment that was made in this particular budget. It is not like this has been carried over from previous budgets. It has clearly been decided in this particular budget. I am a little bit surprised, given that you got \$21 million for this program, that no-one can actually tell me what the \$21 million is for. There must have been a business case—had to have been. You cannot legally have got the money without it. Who was responsible for putting in applications and deciding to put an application in to Restart NSW?

ROB SHARP: As Ms Drover mentioned, we are working on some smart motorway projects. The number is not familiar, so we will need to go and look at that number. We are just not sure how it ties in. We have \$60 million here that we are investing for the upgrade. Perhaps it is part of that, but I will have to take it on notice and clarify.

The Hon. DANIEL MOOKHEY: The Treasurer had to agree to put \$21.6 million. This is not an ordinary budget process, which is why it is attracting some special scrutiny, because it is not being funded through your capital works program; it has gone through a separate process, which is meant to be more rigorous. Did you actually ask for this money to come from Restart NSW or was it the case that Treasury said, "Congratulations, you are getting it regardless"?

ROB SHARP: As we have said, we are not familiar with—that number is just not dropping in our minds at the moment, so we will need to come back to you on it. I understand where you are coming from in terms of that. The process for the budget—I will need to also get up to speed on how that funding flows through into the papers that you have got. There are two questions for me.

ANSWER

I am advised:

This funding was requested by Transport for NSW from the Restart NSW Fund.

QoN61

The Hon. DANIEL MOOKHEY: This is no criticism of you, Mr Secretary, or others. Until I read you that, were you aware that you were getting \$21.6 million for smart motorways from Restart NSW?

ROB SHARP: Not that particular number, and the reason is we have got thousands of projects. I have a finance team that actually manages all of those funding

requirements and I will ask the finance team to provide the detail for me so I can revert to you.

The Hon. DANIEL MOOKHEY: All the new commitments from Restart NSW in this budget cycle are from the Transport cluster; no-one else got it. You got eight of them, which have a total accumulation of \$586 million of the \$12 billion that is left in the fund. Of all the ones listed on page 4-3, on notice, can you confirm that there are business cases, who sponsored them, and how much of the actual total project is coming from Restart NSW, if you don't mind?

ROB SHARP: Yes.

ANSWER

I am advised:

All Restart NSW commitments are supported by comprehensive business cases and have undergone rigorous financial analysis and economic assessment.

QoN62

The Hon. JOHN GRAHAM: I turn to a set of issues that I was talking to the Minister about, and I might ask for some additional details on those. The first of those, on notice—and, Secretary Sharp, I would be happy if you refer these to other agencies. The information I put to the Minister about some of the other costs to drivers was drawn from the national BITRE analysis of figures provided out of New South Wales, but I am interested in what the New South Wales government agency's view is of comparable figures. If there are more upto-date or more accurate figures, I would be interested in those. Can I ask in relation to vehicle registration, driver licence fees and stamp duty on vehicles, understanding that you may need to refer some of those, for any updated figures other than the BITRE analysis for two periods: for 2010-11 to the most recent figure, just those two figures?

ROB SHARP: Take it on notice.

ANSWER

I am advised:

NSW Government information relating to registration, licence and vehicle stamp duty prices are all publicly available on <https://www.nsw.gov.au>

QoN63

The Hon. DANIEL MOOKHEY: You are right; we will see with time about how good the model was. But there are two parts of it. There is the revenue and there are the costs, yes? With respect to the operating costs, what do you anticipate the annual operating costs to be on the M6?

CAMILLA DROVER: I have not got that at hand. We could take that on notice and see what we can bring back.

The Hon. DANIEL MOOKHEY: Could you? Because the business case stated that it was \$145 million, which I presume is a per-annum figure, not a total-project-life-over-30-year figure because that would be remarkably low. But to be fair, it could

be, right? I do not know how much a four-kilometre road costs to maintain, but if it is \$145 million that is possible. Is that what we are talking about per annum in terms of the tolling revenue—\$145 million?

CAMILLA DROVER: We will take that away and confirm that.

ANSWER

I am advised:

Operating costs in the business case were calculated to \$145 million in total. They include operating costs, annual maintenance costs and capital maintenance.

QoN64

The Hon. DANIEL MOOKHEY: That definitely accounts for the \$400 million variance between that, but I am now interested in—I will be generous—the \$700 million variation from the P90 assessment in the business case and when you commenced the procurement. I just would stress again I appreciate that you procure projects over long times and these things are not easy things to procure. But this is actually a relatively small time. It is two years from effectively when the project budget was—

ROB SHARP: Just to phrase the question, the 2.7 that I have referenced in the budget—it is the difference between that and the original business case? That is the question? In which case, we will go back and look at what has driven those, and we can revert to you

ANSWER

I am advised:

The INSW-released Final Business Case Summary confirms the un-escalated construction costs of \$2.064 billion (P90, 2017/18) to which other project costs, including contingency and escalation are added to develop the total expected Project Budget.

QoN65

The Hon. JOHN GRAHAM: As of quarter four last year, there were just over 6.4 million licences in New South Wales. How many tag holders are there?

JOOST de KOCK: I do not have the number of tags here, but there are about 1.2 million accounts. Obviously, there are more tags than there are accounts. But I can take the number of tags on notice because, obviously, it changes over time as well.

The Hon. JOHN GRAHAM: Yes. Whatever the most recent figure is that is appropriate. Perhaps to clarify that, maybe if you gave us accounts and tags, because you are in correct in saying they—

JOOST de KOCK: Absolutely. Very happy to. We have done quite a lot of analysis on the data sets from our E-Toll accounts, both on tags and account basis. Maybe just to clarify that number as well, that includes only for private vehicles. Also, to make that analysis a bit more accurate, we actually took a full year of data rather than a couple of months—that helps as well—and also netted off the M4 rebate as well. So we think it is the best number that reflects what individual motorists actually pay.

ANSWER

I am advised:

In the financial year ending 30 June 2021, there were approximately 1.1 million active non-business E-Toll accounts with approximately 1.6 million associated active tags.

QoN66

The Hon. JOHN GRAHAM: That is really useful. So you will come back on the number of tag holders. To be clear, though, that is not just the E-Toll accounts, that is also the Linkt accounts, it includes—

JOOST de KOCK: We only have information on the E-Toll because we run E-Toll. We do not have the Linkt accounts. Basically, that is the information that we have. It is a proxy for the broader system.

The Hon. JOHN GRAHAM: That is not an unreasonable sampling assumption, that what you hold here might indicate—

JOOST de KOCK: Actually, there is probably a few other things I could share with you. The average non-business toll spend is \$7 per week per tag. If you compare that to the average spend for public transport user—that is \$17 per week. We can provide this all on notice so you have it, but—

The Hon. JOHN GRAHAM: Yes, that would be useful. Yes.

JOOST de KOCK: Happy to do that.

ANSWER

I am advised:

The average non-business toll spend is \$7 per week per tag. The average spend for an Adult Opal card holder is \$17 per week.

QoN67

The Hon. JOHN GRAHAM: So that is the average. The Minister has already taken this on notice, but just in case it is something you can shed any light on or the appropriate way to ask the question—you have given us the 15 per cent figure. What are the top 10 per cent paying? What are the top 5 per cent paying? Have you got any views—

JOOST de KOCK: We have all that information. We can provide it on notice.

The Hon. JOHN GRAHAM: Good. It does not include the Linkt data, but it is not a bad proxy for what is going on on the ground anyway.

JOOST de KOCK: It has all our E-Toll. As I said, it has got 1.2 million accounts. I think that is a useful proxy.

ANSWER

I am advised:

I refer you to the response to Question on Notice 24.

QoN68

The Hon. DANIEL MOOKHEY: So I missed it, did I? I must have missed it. I apologise, it is not a question you can answer, Ms Drover. But if you wish to accuse me of not paying due attention to e-Tendering I give you the opportunity. How long was the expression of interest process open for?

CAMILLA DROVER: For package two?

The Hon. DANIEL MOOKHEY: Yes.

CAMILLA DROVER: I would have to take on notice the exact timing. We did a great deal of market engagement for Western Harbour Tunnel for both the first package and the second package. That process has occurred over many, many years but it ramped up, obviously, late last year.

The Hon. DANIEL MOOKHEY: Can you on notice provide us the date that it was opened, when it closed and where, in addition to e-Tendering, it was published, if it was published in addition to e-Tendering?

CAMILLA DROVER: Yes, we can take that on notice.

ANSWER

I am advised:

The pre-registration process was open for over six months until the end of September 2021.

QoN69

The Hon. JOHN GRAHAM: Thank you for that information, Mr de Kock, on the toll analysis. There were just three things, I think, that would then round out the picture of what I wanted to ask you. One is, given this is just E-Toll tags, how many tags are there in New South Wales? Do you know the answer to that? Really, how many Linkt tags are there at the moment in New South Wales?

JOOST de KOCK: I do not know. I cannot tell you how many Linkt tags there are. We do not have that information, but I can get back to you on the E-Toll tags that we have and the accounts that we have. Obviously that fluctuates over time.

ANSWER

I am advised:

In the financial year ending 30 June 2021, there were approximately 1.2 million active E-Toll accounts and approximately 1.9 million associated active E-Toll tags.

QoN70

The Hon. JOHN GRAHAM: Yes. And how many business motorists and non-business motorists are there?

JOOST de KOCK: I can take that split—

The Hon. JOHN GRAHAM: Great, and I presume you will be providing that just for the E-Toll cohort?

JOOST de KOCK: I can only provide information for the E-Toll information, yes.

ANSWER

I am advised:

In the financial year ending 30 June 2021, there were approximately 1.6 million E-Toll tags for non-business accounts. There were approximately 300,000 E-Toll tags for business accounts.

QoN71

The Hon. JOHN GRAHAM: At \$2,000, 15 per cent and above of non-business motorists are paying that.

JOOST de KOCK: I will have to get back to you on that number, but it does not resonate with me.

The Hon. JOHN GRAHAM: I am relying on the Minister's advice for that.

JOOST de KOCK: As I said, I will take that on notice.

The Hon. JOHN GRAHAM: Yes, that is all good. Can I ask for each percentage increment—so 15, 14, 13 and 12 per cent, up to 1 per cent—rather than just the 10 and the 5 per cent?

JOOST de KOCK: We can see what we can do from our modelling. Yes, absolutely, I will take it on notice.

ANSWER

I am advised:

I refer you to the response to Question on Notice 24.

QoN72

The Hon. JOHN GRAHAM: Yes. Are you making the distinction that those are the guidelines for bi-directional enforcement, or are they the guidelines for enforcement?

BERNARD CARLON: No, they are the current guidelines for all camera placement, which have been in place for many years.

The Hon. JOHN GRAHAM: Mr Carlon, would you be comfortable providing them on notice to us, to inform our thinking and process about it?

BERNARD CARLON: Yes, we will take it on notice.

ANSWER

I am advised:

Transport for NSW sets standards for the placement of Mobile Speed Cameras and has an assurance program in place to ensure that those standards are met.

Mobile Speed Camera sites are selected based on a combination of factors including:

- the frequency and severity of crashes
- the road is identified as high risk of road trauma or had a previous fatal crash
- nomination by the NSW Police Force

QoN73

The Hon. JOHN GRAHAM: Where is bidirectional enforcement allowed and not allowed in New South Wales under your guidelines?

BERNARD CARLON: Bidirectional enforcement happens where it is feasible. So, in that example where the carriageway is separated by a large distance in terms of the median or there is a barrier between the carriageway, then the program operates in bidirectional mode. There is a proportion that we can, on notice, provide to you about the current operations.

ANSWER

I am advised:

Approximately 60 per cent of all Mobile Speed Camera sites are suitable for bidirectional enforcement.

QoN74

The Hon. DANIEL MOOKHEY: You need it for package two. To be fair to the Tigers and to the owner of the site, they have been open about the fact that the Valuer General has been very slow on this and that it has created great frustration for them and a great cost, both to the club and to the property owner. They have told me that they have raised that concern with Transport and with the Valuer General. Have you had any further contact with them about their concerns? Are you seeking any informal resolution on this matter or not?

CAMILLA DROVER: The project team is dealing with the property owners for the Tigers site. I am not aware of the nature of those discussions, but I can take on notice exactly where that is at.

ANSWER

I am advised:

Following publication of the acquisition notice in the Government Gazette on 1 October 2021, the question of compensation payable under the *Land Acquisition (Just Terms Compensation) Act 1991* following the compulsory acquisition of a construction lease was referred to the Valuer General for determination in accordance with section 41 of the Act.

Transport for NSW are currently waiting the Valuer General's determination.

QoN75

The Hon. DANIEL MOOKHEY: What was the total cost of all of those acquisitions?

CAMILLA DROVER: I have not got that at hand.

The Hon. DANIEL MOOKHEY: Can you take that on notice?

CAMILLA DROVER: We can take that on notice.

ANSWER

I am advised:

The total cost of acquisitions is just over \$26 million.

QoN76

The Hon. DANIEL MOOKHEY: In respect to the 17 residences, was that acquisition cost determined by way of negotiation or by way of a Valuer General determination?

CAMILLA DROVER: I would have to take on notice how many were by agreement and how many were via the compulsory process. Across our portfolio, 90 per cent of our acquisitions are by agreement, so I suspect it would be the higher proportion.

The Hon. DANIEL MOOKHEY: If you do not mind breaking it down, that would be helpful.

CAMILLA DROVER: We can do.

ANSWER

I am advised:

Two residential properties have been acquired by compulsory process. The costs of these two properties were determined by way of Valuer General determination. The remainder of the properties were acquired by way of negotiation.

QoN77

The Hon. DANIEL MOOKHEY: How many properties are you acquiring as part of the entire Mamre Road process?

CAMILLA DROVER: I have not got that with me but, obviously, we would have acquired for stage zero, which is complete. I would need to take on notice how many we are acquiring for stage one. For the balance of the stages, given that we are still in the concept design, it may not be clear how many properties are acquired or whether we need full acquisitions or partial acquisitions for those latter stages of that program.

The Hon. DANIEL MOOKHEY: On notice, can we get the number of properties you have an intention to acquire in the next financial year?

CAMILLA DROVER: I can provide that for stage one because we have certainty of what is required.

The Hon. DANIEL MOOKHEY: Sorry, I should rephrase that—across the Roads portfolio.

CAMILLA DROVER: It would depend on the stage of the projects.

The Hon. DANIEL MOOKHEY: With known intention that has entered the process. Let us start from the specific—properties which you have identified as required for acquisition for which you are in contact with the landowner. And then the next stage, which is the number of PAN notices, if you have an understanding as to how many you are likely to be issuing as of this date, that would be helpful. I am also looking for the number of PAN notices for the Roads portfolio that were issued last year, the number of properties that were acquired by acquisition last year and the number of requests for Valuer General determinations, if possible.

ROB SHARP: We will take that on notice.

ANSWER

I am advised:

As at March 2022, there are eight properties required to be acquired for the Mamre Road Stage 1 Upgrade project.

QoN78

The Hon. JOHN GRAHAM: That is not the question but I am happy to leave it there. Mr Sharp, in relation to the interaction with the NBN in the Greater Sydney area, one of the concerns has been about the withdrawal of Telstra ISDN service product offerings as early as May 2022 and the impact that has on the assets of Transport. Can you give us an update about where this issue is up to.

ROB SHARP: Yes, I will ask Mr de Kock whether he is across that particular technology issue.

JOOST de KOCK: I think I will have to take that on notice, the exact matter. I am not really across that.

ANSWER

I am advised:

The withdrawal of copper-based and 3G telecommunication services will occur in a phased approach over a three-year period. A migration strategy has been put in place for all Intelligent Transport Systems assets connected using ISDN.

QoN79

The Hon. JOHN GRAHAM: Is there anything you can tell us about it, given the looming deadline?

JOOST de KOCK: Obviously it is very important that we have connectivity to all the various sites. I will have to take it on notice what the exact stage of that is.

The Hon. JOHN GRAHAM: It is more than very important, it is a key challenge and risk in the assets and services plan. The current copper communications network, which enables the traffic signals and other ITS assets to communicate with SCATS and other systems, is being decommissioned as part of the NBN rollout. That sounds pretty important.

The Hon. SCOTT FARLOW: Someone has written you this question.

The Hon. JOHN GRAHAM: No, I am quoting here from Transport documents. Given it involves the SCAT system and all the traffic signals and this is turning off in May 2022.

ROB SHARP: We are aware that there is older equipment there. There is a SCATS team that is specifically in place. I attend the steering committees. It sits in Mr de Kock's area. We will revert with the feedback from the team on that program.

The Hon. JOHN GRAHAM: Obviously time has moved on since this information. Is that still the deadline? How on track are we to deal with that? What implications does it have, including what cost implications would be useful?
ROB SHARP: We will come back on that.

ANSWER

I am advised:

I refer you to the response to Question on Notice 78.

QoN080 – Property Acquisition Litigation

The Hon. DANIEL MOOKHEY: Mr Secretary, on the questioning I was asking about litigation around compulsory acquisition, your annual reports disclose that there is a contingent liability of \$127.5 million to do with compulsory property acquisition matters under litigation where claims differ from the Valuer General's determined amount, which I guess is the next stage of the process. Can we on notice get a list of who is litigating with you, who your counter parties are in these matters—
ROB SHARP: I will certainly take that on notice.

ANSWER

I am advised:

There were 38 compulsory acquisition appeal matters for which contingent liability was calculated in the financial year ending 30 June 2021.

QoN81

The Hon. DANIEL MOOKHEY: —as of this date? I guess the pleasing news is that contingent liability has dropped from \$1 billion to \$127 million, but that also invites the question how many of those other disputes did you win and lose last time. That may have dropped because you were actually found to have underpaid or under-offered. I am interested in the outcomes of the litigation from last year.
ROB SHARP: Take it on notice.

ANSWER

I am advised:

In all cases the amount of compensation claimed by the applicant exceeded the compensation awarded in the final determination.

QoN82

The Hon. DANIEL MOOKHEY: If we can also get the resolved matters in the last calendar year when it comes to compulsory acquisitions? Obviously this is for the Roads portfolio, but to be fair, if you do not mind, otherwise I will just have to ask

you again on Friday and we will have to go through this charade again when it comes to the other parts of the portfolio. It is your discretion as to whether or not you wish to provide a full answer in Roads or you would like me to ask you again on Friday.

ROB SHARP: We will take the information and see how quickly we can get it.

ANSWER

I am advised:

There were 38 compulsory acquisition appeal matters for which contingent liability was calculated in the financial year ending 30 June 2021.

QoN83

The Hon. DANIEL MOOKHEY: Thank you. I am interested in the M5, what is the number of requests for contract variations and/or modifications?

ROB SHARP: I have to pass that to Ms Drover, but I suspect it will be on notice.

CAMILLA DROVER: There are obviously claims under all construction contracts. I do need to take on notice the exact number that we have live at the moment.

The Hon. DANIEL MOOKHEY: If you don't mind, I should ask you across the entire Roads portfolio would be good if we could get it, but the ones I am specifically interest in are the M4-M5—the number of claims that are outstanding for variations, the number of claims that are outstanding for modification and the total value of claims for variation and modification. I accept the department's longstanding view that a claim is not an outcome, which is fair as well, but it would be helpful if we could get that for the M4-M5 link.

ROB SHARP: Mr Mookhey, the history shows that there are negotiated outcomes clearly on those and usually for substantially lower numbers than the actual claims that come in.

ANSWER

I am advised:

For open items on the West Connex 3A – M4-M5 Link, Transport for NSW has a total of 9 submissions for variations and changes or submissions for claims.

The values of the claims are commercial in confidence.

QoN84

The Hon. DANIEL MOOKHEY: That is true, that is what some of the history reflects. Other parts of the history perhaps paint a slightly different picture, but I am not making value judgements. This is more what is just afoot when it comes to the M4-M5. I am also interested in the Rozelle Interchange claims and modifications as well if we can get that.

CAMILLA DROVER: We will see what we can bring back. There are obviously some commercial-in-confidence considerations but we will see what we can provide.

ANSWER

I am advised:

For open items on the West Connex 3B – Rozelle Interchange, TfNSW has a total of 15 submissions for Variations or submissions for Claims.

The values of the claims are commercial in confidence.

QoN85

The Hon. DANIEL MOOKHEY: Of course. I am interested in the litigation bill as well. How much money we have spent on all these claims and modifications, and equally the amount of money that is spent on litigation to do with compulsory acquisitions by the Transport cluster, especially around those matters in which there is a difference between the Valuer General and Transport, if we can get that figure as well? I have got your total lawyers' bill.

ROB SHARP: I will have to take that on notice. I am not sure where that information actually sits, to be quite honest.

CAMILLA DROVER: Can we just clarify, you want the litigations for construction contractor claims or property acquisition matters?

The Hon. DANIEL MOOKHEY: Now, I am just going to take both. I certainly am going to ask now in respect to all that. If you wish to break down your total litigation/lawyers' bill by function area, I will also welcome that information, and I would stress the amount that you are spending on lawyers.

ROB SHARP: I understand the question. We will take it on notice and see what we can actually analyse out of that.

ANSWER

I am advised:

For compulsory acquisition litigation matters TfNSW incurred total costs of approximately \$26 million.

QoN86

The Hon. JOHN GRAHAM: At the end of 2020 when Transport assessed its current maintenance backlog for pavement assets for the Sydney State road network it was \$380 million. What is the figure now?

ROB SHARP: This is the road maintenance?

The Hon. JOHN GRAHAM: This is the current maintenance backlog for pavement assets for the Sydney State road network.

ROB SHARP: I will have to take that on notice. Is there a particular asset management plan you are referring to?

The Hon. JOHN GRAHAM: Yes, I am referring to the Greater Sydney asset and services plan, page 82. Can you provide us with both those figures. I do not object to you providing one of them commercial-in-confidence, in whatever way you choose to do that. If you can give us an update about the current maintenance backlog by value, but it is also given by kilometres of road, sections in poor condition. Those two figures. I also ask for one more update—we touched on this briefly in the tolling inquiry but there was not quite time to deal with it—about the

timing in relation to the M5 corridor, about the traffic study now due for 2022 and where we are up to with it. I think, Mr Collins, this might now be your responsibility?

ANSWER

I am advised:

Excluding the impact of the recent flooding and severe weather events, Transport for NSW's current estimate remains unchanged.

QoN87

The Hon. JOHN GRAHAM: I might ask you, either now or on notice—I would be comfortable with either—what your updated time line is. I think we got a time line at the last—

HOWARD COLLINS: You did. On 14 February I think you got a bit of an update.

The Hon. JOHN GRAHAM: Yes, but could you give us an updated time line when it is available?

HOWARD COLLINS: Yes, we will do that if it has changed.

ANSWER

I am advised:

The 12 month post opening Road Network Performance Review Plan for the M8 is scheduled to be submitted to the Department of Planning and Environment in mid-2022.

QoN88

The Hon. DANIEL MOOKHEY: This one will absolutely throw you. Can we get an update on the current outstanding balance of e-tag holding accounts?

ROB SHARP: Mr de Kock, is that ours?

JOOST de KOCK: Yes, we will take that on notice, whether we can—

The Hon. DANIEL MOOKHEY: Yes, you had \$64 million at the end of last financial year. I am interested in today's figure. The other question is what happens to e-tag account holders with whom you lose contact? What happens to their money?

JOOST de KOCK: In terms of the e-tag deposits, we have refunded those to the vast majority of all e-tag holders—I think to the tune of \$64 million. I will have to take on notice if we have lost contact with them and what we do in that case.

The Hon. DANIEL MOOKHEY: To be fair, this is just a balance at that point in time of the sum total of prepaid tolls that people had paid into the accounts for which you, technically, had a liability—obviously.

JOOST de KOCK: I will have to take the details on notice.

ANSWER

I am advised:

As at 28 February 2022, the E-Toll tag holding accounts balance for prepaid customers is \$125 million.

The \$64 million figure represents the physical tag deposit free which Transport for NSW transferred into E-Toll customers' tolling balance last year.

QoN89

The Hon. DANIEL MOOKHEY: I am interested in, much like unclaimed Opal fare balances, what the equivalent is on the e-tag side—how many people we tend to lose contact with as percentage of e-tag holders and what happens to their specific balances. Is there a policy on that or is it returned to the unclaimed moneys account? What happens to that in general?

JOOST de KOCK: I will have to take that on notice and see what information we can provide for you on that.

The Hon. DANIEL MOOKHEY: Thank you, that would be great. Can we also get a sense as to the turnover through the e-tag accounts each year? How much money passes through all those accounts?

JOOST de KOCK: Yes, I can take that on notice as well.

ANSWER

I am advised:

Approximately 10 per cent of E-toll accounts have had no activity for ten years. Customers are able to obtain refunds by contacting Transport for NSW.