



LEGISLATIVE COUNCIL

PORTFOLIO COMMITTEES

BUDGET ESTIMATES 2022-2023 Supplementary Questions

Portfolio Committee No. 6 – Transport

REGIONAL TRANSPORT AND ROADS

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REGIONAL TRANSPORT AND ROADS

Questions from the Hon Mark Buttigieg MLC *(on behalf of the Opposition)*

Lack of Public Transport Services

1. Has the Government modelled how much it would cost to introduce an additional weekday morning and afternoon bus service to the following suburbs:
 - (a) Cams Wharf?
 - (b) Catherine Hill Bay?
 - (c) Murrays Beach?
 - (d) Nords Wharf?

2. How much would it cost to introduce an additional weekday morning and afternoon bus service to the following suburbs:
 - (a) Cams Wharf?
 - (b) Catherine Hill Bay?
 - (c) Murrays Beach?
 - (d) Nords Wharf?

3. Has the Government modelled how much it would cost to introduce an additional weekend and public holiday bus service to the following suburbs:
 - (a) Cams Wharf?
 - (b) Catherine Hill Bay?
 - (c) Murrays Beach?
 - (d) Nords Wharf?

4. How much would it cost to introduce an additional weekend and public holiday bus service to the following suburbs:
 - (a) Cams Wharf?
 - (b) Catherine Hill Bay?
 - (c) Murrays Beach?

- (d) Nords Wharf?
- 5. Did Busways receive funding in the 2022-2023 NSW Budget to provide additional bus services for the Cams Wharf, Catherine Hill Bay, Murrays Beach and Nords Wharf areas?
 - (a) If so, how much funding was allocated for these services and when will Busways receive this funding?

Great Western Highway - Medlow Bath

- 6. Will the minimum legal lane width Austroads safe standard of 3.5m for roads carrying trucks and heavy traffic be relaxed for the Great Western Highway upgrade through Medlow Bath?
- 7. Will the shoulder widths along the stretch of highway through Medlow Bath be below the recommended safety standards?
- 8. Considering that both shoulder width and lane width are being compromised, will there be protections in place for pedestrians and cyclists who are sharing this narrow thoroughfare with heavy freight vehicles?
 - (a) What will those protections be?
- 9. How can the Government possibly claim that failing to adhere to the minimum legal lane width standards, and failing to provide meaningful protection for pedestrians and cyclists from heavy freight movements is in fact a safety improvement for the residents of Medlow Bath?
- 10. One of the major promises of the Government for the planned upgrade of the GWH was to separate local traffic from 'through' traffic, and to return local roads to locals. This appears to be an achievable outcome in the villages of Mt Victoria and Blackheath. However, without an independent feasibility study of a bypass to the 'local road' through Medlow Bath how will the Government deliver on this promise for the residents of the upper Blue Mountains east of Blackheath?
- 11. The Government has rebranded the 'Medlow Bath first stage duplication' as an 'urgent safety upgrade' and seems to be rushing ahead to begin works on this section in January 2023. Why?
- 12. Safety works have already taken place on the two unsafe intersections in Medlow Bath as a result of community pressure in 2021, have they not?
 - (a) So what's the rush to continue work through the village when locals continue to express profound concerns regarding the current plans for the highway upgrades through their village?

13. Current plans include a significant and imposing u-turn bay for trucks in the middle of Medlow bath's residential area, for the sole purpose of enabling trucks to turn back to Blackheath and Mount Victoria. What is the justification for including this as part of the project?
14. Do the current highway plans for Medlow Bath, or indeed the whole of the project, factor in the potential increased impacts of climate change on a project that is designed to mix 30 metre B-double trucks with local traffic?
 - (a) How do the plans mitigate the potential impacts of:
 - i. increased water run-off
 - ii. winds
 - iii. fog, ice and snow?
 - (b) And the impacts on local flora and fauna and hanging swamps in the Katoomba to Blackheath section of this project – does the NSW Government acknowledge that it is likely there will be detrimental impacts on biodiversity in this area due to the highway duplication project?
 - i. what protections or mitigation measures are in place for this?
 - (c) Do the current plans include mitigation measures for the increasingly regular gale force winds buffeting both large and small vehicles that will be using the proposed elevated bridge, 15 – 20 metres above the trees on the stretch of highway between Katoomba and Medlow Bath?
 - i. What are those mitigation measures?
15. In the documents obtained through Standing Order 52 it was revealed that written advice was provided back in 2019 by TfNSW Senior Legal Counsel, recommending a single EIS in preference to several separate REF's for this state and nationally significant Great Western Highway duplication project. Why has TfNSW ignored its own internal legal advice to conduct a whole of project Environmental Impact Study (EIS) but elected to conduct a series of lower standard Review of Environmental Factors (REF's) and a tunnel EIS?
16. In a face-to-face meeting in Medlow Bath on 21 March 2022, Minister you were asked how you would feel “when there is a crash and people are injured or die and the implications of media headlines.” You said: *‘I would deal with it when it happened’*. Who will be held accountable if, due to the construction of a major arterial thoroughfare with reduced safety standards, the unthinkable happens and there is a fatal accident?

17. When was the business case for the Great Western highway Duplication project completed?
 - (a) Why has the Government not released the business case?
 - (b) What are the results of the cost/benefit analysis for the planned duplication of the Great Western Highway through Medlow Bath?
 - (c) Why has there been no comparative assessment of the benefits that will flow from a tunnel under Medlow Bath?
 - (d) According to TfNSW road freight on the GWH is projected to grow by 20% in the next decade or so - what is the Minister's plan for solving the looming problem of lack of capacity of the Great Western Highway surface Road through Medlow Bath?
18. Has Transport for NSW explored alternative options for the highway duplication project through the village of Medlow Bath?
 - (a) What are those other alternatives?
 - (b) Have the outcomes of alternative options, including costings, been released?
 - (c) If not, why not, particularly if this would assist in painting a clearer picture for Medlow Bath residents as to why the current option has been chosen for their village?
19. Do you accept that for the period of construction works taking place, coupled with the impacts of the surface level highway duplication once complete will significantly impact tourism in Medlow Bath, in particular, the iconic, historic Hydro Majestic Hotel?
20. After an incredibly tough few years for the Blue Mountains largely tourist-based economy, with fires, floods and then COVID, this community can ill-afford any further challenges or disruptions that will negatively impact visitation to the area. How will the NSW Government mitigate the destructive impacts the Great Western Highway project will have on Blue Mountains tourism in the upper mountains throughout the construction period?
21. Given the projected increase in truck size and movements along the Great Western Highway what consultations have taken place in the towns and villages east of Katoomba, to discuss community concerns and plan for mitigation measures?
 - (a) What safety measures are being implemented in towns and villages east of Katoomba to deal with these projected increases, particularly in Blaxland where the corridor is already particularly narrow and proven to be an incredibly dangerous stretch of road?

U-turn bays

22. Which u-turn bays have been assessed by Transport for NSW as being suitable for use by long-wheelbase emergency vehicles operated by Transport for NSW (and/or its contractors) on the following roads:
- (a) M1 Wahroonga to Beresfield
 - (b) M1 North of Hexham
 - (c) M1 Waterfall to Albion Park Rail
 - (d) A1 South of Albion Park Rail
 - (e) M15
 - (f) M31
23. Which u-turn bays have been assessed by Transport for NSW as being suitable for use by long-wheelbase emergency vehicles operated by agencies other than Transport for NSW (and/or its contractors) on the following roads:
- (a) M1 Wahroonga to Beresfield
 - (b) M1 North of Hexham
 - (c) M1 Waterfall to Albion Park Rail
 - (d) A1 South of Albion Park Rail
 - (e) M15
 - (f) M31
24. Which sections of dual carriageway roads have been built to a standard that all u-turn bays are considered to be suitable for use by long-wheelbase emergency vehicles operated by Transport for NSW (and/or its contractors) and/or other agencies?
25. If there are none, why has such a standard not been developed?

Natural Disaster Funding

26. Former Minister for Transport Andrew Constance said on 27 February 2020 - "It is vital that Transport for NSW ensures that measures are in place to provide clear pathways to safety for community members and emergency services vehicles." The ROMDASP called for the development of a *Resilient Transport Network Program* – where is that program and how much funding has been allocated to it?

27. Have you developed a *Resilient Infrastructure Project Development Fund* to resource the development of resilient corridor plans and strategic business cases to support key projects?
28. Has Transport for NSW quantified road damage that was caused by the recent flood event?
 - (a) Please disaggregate by Local Government Area.
29. Many Councils have accessed Disaster Funding to repair infrastructure that was damaged in recent weather events but have found it difficult as the funding does not allow Council to use their own local labourers instead have to use contractors, which has created many challenges – including increasing demand, and difficulty completing the work in a timely manner. Why aren't councils able to repair these roads?
30. The Premier has been talking about build back better for Lismore. What does that look like for road rebuilding?
 - (a) What has been done to date?
 - (b) What is the quantum of the road rebuilding to date?
31. Has TfNSW done strategic planning for routes to ensure they're not just filling potholes on flood prone roads?
32. Given there was at least 2 years notice given by Bureau of Meteorology for the current heavy rain and likely flooding, why didn't the government ensure that flood evacuation routes were up to the task of safely transporting people when an evacuation order was made?

Regional Transfer and NSW Road Classification Review

33. When will the Independent Panel deliver their final report into Road Classification and Regional Roads Transfer?
 - (a) Will you make the report public?
 - i. If not, why not?
34. Have decisions or announcements been made since the priority round?
 - (a) If so, which projects were they?
 - (b) What was the basis of those announcements or decisions?
35. How many projects got what they asked for in their application? Eg: were all requests for state roads made state roads, or did some just get regional roads?

- (a) Please disaggregate by Council and the current project level and the level that was recommended.
36. In February 2019 the government announced: *'that up to 15,000 kilometres of council owned roads would be returned to State management as part of a broader package of support for local councils to better manage and maintain the rural road network.'* How many kilometres have been returned to date?
- (a) Why has it taken you so long to deliver on your promise?
- (b) When will the 15,000km be returned?
37. What remuneration has been paid to the Independent Panel to date?
38. How many occasions has the panel met?
- (a) When did the Minister last meet with the panel?
39. What are the terms of the Independent Panel's appointment?
40. Will there be a second chance for councils who have not yet applied to apply later on?
41. Is this an ongoing program or not?
42. How many kilometres of road have Councils applied for reclassification?
- (a) Please disaggregate by Local Government Area
43. How many kilometres have been successful in their application for reclassification?
- (a) Please disaggregate by Local Government Area
44. How many kilometres of road have Councils applied for transfer?
- (a) Please disaggregate by Local Government Area
45. How many kilometres have been successful in their applications for transfer?
46. At the Roads Congress in June this year, Wendy Machin said that the Minister would have the final sign off on which roads are successful. Why after all of the work of the panel, will this still come down to Ministerial discretion?
- (a) What is the point of an independent process if the Minister can still override it?
47. Doesn't this lead the Government into dangerous territory where you could be continuing your business as usual model of pork barrelling?
48. How many councils have applied for reclassification and/or transfer?
- (a) Please disaggregate them by Local Government Area.

49. How many councils were successful in the reclassifications and/or transfers?
- (a) Please disaggregate them by Local Government Area.

Fixing Country Roads

50. Recently the \$80.3 million that was previously taken from the Fixing Country Roads Program was returned and the program has started again. Which program was the money taken from?
51. Applicant councils will now have to resubmit their projects through the Smarty Grants Portal as the Fixing Country Roads Portal was decommissioned. Do you share the concerns of Councils who have lost staff who made those original applications and now potentially have to go back to the drawing board?
- (a) What assistance will the Government provide to local councils?
52. This round doesn't have an expression of interest phase in it, so Councils essentially have to provide a complete project.
- (a) Why is that?
- (b) Do you think that is fair on Councils that are having to invest significant time, efforts and resources when it is so hard to get engineers on local councils?
53. The 2022 funding round opened on 22 August and is due to close on 14 October. The last tranche of the Fixing Country Roads program was announced in December 2020 with 4 projects valued at \$20 million. What is the expenditure of funds this term of Government?
54. The emphasis of the Minister in his August 17 media release about available grants for Fixing Country Roads suggests the focus is more on productivity, and keeping drivers on the road and bigger loads. How do bigger loads and faster roads assist the drivers to drive safely and remain compliant with the laws around fatigue?
- (a) Has the Government provided education programmes regionally and in metropolitan areas that cater to how light vehicle motorists should act or behave around the ever-increasing size of heavy vehicles?
- (b) Will the government properly consult by reaching out to actual heavy vehicle drivers that hold the wheel, about the impact or usefulness of projects that might be implemented?
- i. When will happen?

Fixing Country Rail

55. In relation to the tabled document by Mr Matt Fuller, titled 'Fixing Country Rail Completed Project List', which round are these projects funded under?
- (a) Please disaggregate the cost of each project listed.
 - (b) How many applications were received in this round?

Regional Seniors Travel Card (RSTC)

56. The Regional Seniors Travel Card (RSTC) provides eligible seniors in regional, rural and remote areas of NSW with a \$250 prepaid card to help ease the cost of travel. Why can't seniors use it on bus services in regional NSW?
57. When will passengers living in regional NSW be able to use their RSTC for travel on buses which do not operate on the Opal network?
58. Why are cards cancelled and funds forfeited to TfNSW when the balance falls below \$5.00 and is unspent in 30 days?
- (a) Where does this money go?
 - (b) What is it used for?
59. What is the quantum of 'Low Balances' forfeited to TfNSW since the program's inception?
60. What is the quantum of 'Expired cards' forfeited to TfNSW since the program's inception?
61. TfNSW administers and manages the RSTC and Service NSW and Westpac Banking provide the customer service. Was there a tender put out for banking partners?
- (a) How was Westpac Banking chosen?
 - (b) What fees and charges are payable to Westpac?
62. What is the quantum of the fees and charges for each year of the program?

Regional Apprentice and Unit Card (RAUT)

63. In the Treasurer's 2022/23 Budget he announced \$98.0 million for a two-year pilot of a \$250 prepaid Regional Apprentice and Uni Travel Card for university students and apprentices in regional New South Wales each year to ease the cost of travel. When will this program commence?

64. When you google 'Regional Apprentice and Uni Travel Card' the only references that are found are links to the Budget announcement. Would you agree that this is just a pre-election smoke and mirrors announcement?
- (a) When will students be able to apply?
65. Will regional buses have the technology to be able to accept the Regional Apprentice and Uni Travel Card cards?
- (a) If yes – why can't regional seniors use their RSTC on regional buses?
- (b) If not, why not? For many students in regional areas, buses are their only means of transport.
66. What are the terms and conditions of the card?
67. How many Local Government Areas will be eligible?
68. How are the eligible LGA's determined?
69. Will the Regional Apprentice and Uni Travel Card expire?
- (a) If so, how long will cardholders have to use their \$250?
70. Will the card have a nominated 'Low Balance' that funds will be forfeited to TfNSW if the remaining funds are not used within 30 days?
- (a) If so, what is the nominated amount?
- (b) If so, where does forfeited funds go?
- (c) What is the forfeited funds used for?
71. Who will be the banking partners for the Regional Apprentice and Uni Travel Card?
- (a) Was there a tender for the service?
72. What fees and charges are payable to the institution?

Opal Concession Cards for University Students

73. What is the purpose of a student fare, is it a cost-of-living relief measure, or just to be used for trips to and from university or TAFE?
- (a) If it is a cost-of-living relief measure, why are students who reside in NSW, but live in other states during term time, ineligible for student concessions, specifically University of New England, Australian National University, and Charles Sturt University?

74. We understand that there have been complaints specifically about ANU and UNE made to the Minister via representations. What has been done about them?
75. In a response from the Parliamentary Secretary to a representation from the Shadow Minister, Parliamentary Secretary Mr Stephen Bromhead, said that he could not give out any details about the student's concession to a representation from a Member of Parliament, and to refer the complaint back to the university. The parents have already done that and the University said they were just applying the policies of Transport for NSW. So again, why can't students who live in NSW, but study in another state have a concession for travel that recognises their university study?
76. Students at the University of New England need to have a Transport Concession Entitlement Card as well as an Opal Concession card. They must apply for the card over the phone as they can't do it online. Until they get the TCEC they cannot purchase a concession ticket online, and the process of applying for the TCEC can take up to 2 weeks. Will Transport for NSW refund students the difference between a full fare and concessions fare because of the clunkiness of the system?

Electronic Ticketing on Regional Services

77. Are there any plans to introduce an electronic ticketing system for bus services in regional NSW?
78. When will Opal be rolled out for regional and rural passengers?

PAMA and PBLIS Review

79. It is understood there have been discussions about PBLIS and its potential sale and/or third party administration. Would it be in the public interest for PBLIS to transition away from government administration and be sold or 'administered' by a third party?
- (a) Why would the sale, administration or transfer of this important Regulation be considered by the government?
80. Do you see the abolition of the Minister's power to regulate surcharges, and additionally the transfer or sale of PBLIS to a private entity as being in the public interest?
81. It appears that the Cargo Movement Coordination Centre (CMCC) which usually had carriage relating to matters pertaining to PBLIS and the operation of the Ports was in substance dissolved during the integration between TfNSW and RMS. Are staff still employed to specifically work for CMCC?

82. It is understood the report is going to be given to the Minister at the end of September. Will the freight industry be given an opportunity to comment and provide feedback to the report before this final report goes to the Minister/s?
- (a) If so, when?
83. Could it go for review and/or approval to the new Freight Advisory Council chaired by Duncan Gay to gauge support for this final PBLIS proposal before the Minister/s give it approval?
84. Is the Government aware that the NSW road freight industry supports status quo with some improvements for PBLIS and feels like the review hasn't adequately addressed their concerns?
- (a) What are you doing to address their concerns?
85. Where are the productivity incentives in the Options Paper?
86. Why isn't there anything in the options paper about reducing the cost for operators?
87. Why weren't the recommendations from peak bodies about landside operators picked up?

17th Infrastructure Transport Minister's Meeting

88. Why isn't the Minister for Regional Transport and Roads listed as a participating member at the 17th Infrastructure and Transport Ministers' Meeting that was held on 5 August 2022?
89. There is no indication that the Minister either sent an apology or sent a representative attend the meeting, why is that?

Taxi Plates and Licencing

90. Why hasn't the Government done anything to resolve the taxi crisis?
91. A number of taxi operators across regional NSW are ready to walk away from the industry. They speak of it costing them \$10,000 a month just to operate, with no fee relief from the NSW Government. This will leave regional communities without taxi services. What is the Government going to do about it?
92. Uber set up shop in 2012, and NSW made it legal in 2015. Taxi operators have been waiting for over a decade now to be recompensed for abiding by Government regulation. When will the government give them a fair pay out package?
93. Why is it taking so long for the Treasurer to support the need for Fair and Proper Compensation to taxi operators?

94. It is estimated that \$1.6 billion has been taken from licence owners in NSW, because of a NSW Government decision, with a number of these owners in Regional NSW with multiple licences. Sixty two MP's from all sides of Government have signed a pledge supporting Fair and Proper Compensation. Why is nothing happening?
- (a) Would you agree that a 7-year wait is just unacceptable?
95. Answers provided to supplementary questions asked during March budget estimates advised; *'The NSW Government is finalising its financial assistance package to support the point-to-point industry. The NSW Government is committed to ensuring that the support package will be fair and equitable. Additionally, the NSW Government will provide \$50 million over ten years in additional funding to the Point-to-Point Transport Commissioner to further boost safety for regional customers'* Has the Government finished finalising its financial assistance package?
- (a) If not, why not?
- (b) When will details be available?
- (c) If so, has industry been consulted about the package?
- (d) When was it consulted?
96. How much has the Passenger Service Levy collected as at 30 August 2022?
97. What is the balance of the assistance package?
98. At a budget estimates hearing 10 months ago the former Minister advised that \$100 million of the \$142 million remains unspent. What assistance has been provided to the industry in the past 10 months?
99. Has Transport for NSW and the Point-to-Point Commissioner developed Local Point to Point Transport Plans in areas that are identified as being at significant risk of losing their taxi services?
100. Have surveys been conducted with taxi service providers, local councils, disability support services and community transport operators to understand the needs of local communities and the overall demand within any area deemed at significant risk?
- (a) If so, when were these conducted?
- (b) Is this data publicly available?

Taxi Driver Licence Tenure

101. In February 2022 the Taxi industry submitted a proposal on behalf of the entire point-to-point transport industry for a change to the current policy. Has the Minister responded to the proposal?
- (a) If not, why not?
102. It is now 7 months on and the industry is desperate for a decision. When will they get a response?
103. There is a significant shortage of drivers in the industry. What are you doing to help address this issue?
104. Currently you need an Australian Drivers licence for 12 months in the last 2 years, to be eligible to drive in the point-to-point industry in NSW. In Victoria and South Australia, it is only 6 months. Will you change the eligibility guidelines in NSW to align with other states and allow more drivers in the point-to-point industry?
- (a) If not, how are you going to address the shortage?

Taxi Transport Subsidy Scheme

105. How do vulnerable people who are entitled to taxi vouchers under the Taxi Transport Subsidy Scheme (TTSS), in communities where taxis are no longer operating access subsidised taxi services?
106. Has there been any thought of extending the taxi voucher system to cover community transport to fill the gap?

Level Crossing Safety

107. In the December 2021 Strategic Asset Management Plan, it states that; *'The level crossing improvement programme aims to renew a number of level crossings every year as part of the current steady state requirement (approx. 5 per year)*. How many level crossings have you completed this year?
108. How much funding has been allocated to remove/or upgrade level crossings in NSW this financial year?
109. What actions will the NSW Government take in the next 6 months to improve level crossing safety?
110. When will the LED flashing lights trial begin in Narromine and Bribbaree?
- (a) How were these sites chosen?

- (b) What is the cost of each site?
111. Were these projects identified through ALCAM (Australian Level Crossing Assessment Model)?
- (a) If not, how were they identified?
112. Will the \$1.5 million that has been allocated from the Digital Restart Fund fully fund the 2 trial sites?
113. How will the trial sites be monitored?

Regional Rail

114. The Strategic Asset Management Plan Version 1.0 issued in December 2021 says about the management of overbridges on the Country Rail Network [that it “*continues to be one of the major challenges. Severe corrosion to structural members and fastenings is the primary concern for the steel overbridges. The load rating investigation projects are underway and there is an increase in overbridges with load restrictions.*” What is your government doing to address this?
115. With regard to the fixing of rail bridges, where steel bridges with corrosion would be high risk, why does the strategy put the bridges second to slopes?
116. Wouldn't it be better to be looking at all of these important areas in parallel based on risk rather than sequentially by asset class?
117. Fixing Country Bridges Program which allows for the replacement of timber bridges with concrete bridges, but we have had feedback from regional and rural councils that this is not helping them with exactly the kinds of issues that are indicated above – where there is corrosion of a steel bridge, or indeed concrete cancer of a concrete bridge. What are you doing to address this gap?

Inland Rail Grade Separations

118. In August last year Transport Secretary Rob Sharp said that the plan was to have no new level crossings on the Inland Rail throughout NSW, but then Minister Toole said that there were some 22 crossings of which only 5 were funded. How many level crossings will there be on inland rail?
119. The Grade Separating Road Interfaces December 2021 project update outlines four priority crossings – two existing and two new crossings. Several councils have interpreted that they would be receiving grade separations associated with the Inland Rail. It is understood that TfNSW is reviewing the priority list, however some proposed grade separations may not rank high on the list with the current funding. What are you doing to address this issue?

120. How many times has the Minister met with Inland Rail?
121. What is the Government's priority around level crossings in NSW?

Fixing Country Rail

122. Why isn't there any details on the Fixing Country Rail website of the 18 successful projects funded under the \$17 million allocation for 2020 that was announced in February 2021?
- (a) What were the approved projects under the 2020 round?
- (b) Why did the program not run again in 2021?
- (c) What has the expenditure been since the 2020 round?
123. What is the total quantum of expenditure to date since the program began?
124. What is the total quantum of funds allocated to date?
125. The Minister recently made an announcement, reported in Infrastructure magazine <https://infrastructuremagazine.com.au/2022/08/04/nsw-government-announces-70-million-rail-revival/> that Riverina Rail was going to be delivering a series of projects totalling over \$70 million in funding. How much of that was new funding and how much of it was projects that had been announced in previous rounds?
126. It was reported in The Land on 19 August that Murray Henderson from Wilga Park in Tullibigeal said the Lake Cargelligo to Ungarie Line which is more than 100 years old, and in need of an upgrade fits right under the Fixing Country Rail umbrella but can't get a look in. Why is that?
127. Given the significant flood damage on the Tullamore Road between Lake Cargelligo and Dubbo, which is still being used for freight, you can understand why a connection from Lake Cargelligo to West Wyalong might be of interest. When will this be prioritised?
128. What do you say to regional primary producers who are trying to get regional freight infrastructure updated but can't see what exactly has actually happened since 2019?
129. Where is the transparency in the program?
130. Is it intended to complete the full allocation of funding in this term of Government?
131. Is any of the money under this project going towards level crossing safety to do with the Inland Rail?

Bus Service Alteration Requests

132. How many requests did TfNSW receive in the last financial year for BSAR?

133. How many requests have been finalised?
134. How many are still outstanding?
135. What was the average wait time?
136. Bus companies are reporting that it's taking two years to get routes approved. Why is it taking so long to assess the applications?
137. Many of these requests are for desperately needed additional services in high growth areas. Do you think it is acceptable for transport providers to be funding these additional routes because of the delay?
138. What is the Government doing to ensure that transport providers are not out of pocket and passengers are not left stranded?

Subsidised School Transport Scheme

139. When will changes be made to the Lord Howe Island School Student Transport Scheme to allow parents to book the flights themselves and see reimbursement?

School Drive Subsidy

140. In answer to a question on notice from the Shadow Minister you indicated that just under \$9.9 million (or about half) of the School Drive Subsidy allocation of \$18 million per annum had been spent for the 2021-22 financial year. Why is only half the program being spent?
 - (a) What has happened to the rest of the funding?
 - (b) Is there scope for any excess in the program to be used to enhance school bus services?

Preschool Drive Subsidy Pilot

141. The NSW Government undertook a pilot to help assist with travel costs for students in the Remote areas. However, when the program was initially implemented, there were a number of poor decisions/parameters from the start: Only students who lived between 1 and 50km from their pre-school were eligible to apply. This was later addressed so parents could claim up to 50km from their pre-school, but this appears to be a fairly massive misunderstanding of the point of the pilot. Would you agree?
142. Estimates by TfNSW were that all pre-schoolers would be eligible, even if their siblings were going to school in the same direction. Was this intentional?
143. There is no certainty as to what will happen when the pilot finishes. Will it continue?

144. Pre-schoolers in regional areas do not fit under the School Student Transport Scheme. What assistance is available for pre-school age children?
145. We have been told that bus operators have to accept pre-school students who are aged over 4 years of age, so what guidelines are there in relation to assessing independent travel readiness?
146. Do students have to be toilet trained?
147. The Pre-school Drive Subsidy Pilot is available to families in remote and very remote areas that have preschool aged children enrolled in a participating early childhood education service. How long will the pilot go for?
- (a) How many families are participating in the Pre-School Drive Subsidy Pilot?
 - (b) How many families are eligible to participate in the Pre-School Drive Subsidy Pilot?
 - (c) How many children are covered by the Pre-School Drive Subsidy Pilot?
 - (d) How many families which are receiving the School Drive Subsidy are receiving the Pre-School Drive Subsidy Pilot?
148. \$2 million has been allocated for the Pre-School Drive Subsidy Pilot including implementation and administration costs. How much has been spent to date on administration costs?
- (a) How much has been spent to date on implementation cost?
149. How much money has been spent in the Pre-School Drive Subsidy Pilot?

Compliance Speed Camera Waivers

150. On 17 December 2021, Deputy Premier and Minister for Regional Transport and Roads Paul Toole and Minister for Transport and Roads Rob Stokes announced a further change to the Mobile speed camera program. Motorists are supposed to be advised their speed is being checked with signs on the roof top of mobile speed camera vehicles across the state, but many vehicles have been photographed on regional roads without their signs. How many reports has TfNSW received of speed camera vehicles operating without appropriate signage?
- (a) Will fines be waived when motorists are not given the appropriate warning?
 - (b) How much has been collected on regional roads in the following financial years? Please disaggregate by LGA.
 - i. 2015 - 2016
 - ii. 2016 - 2017

- iii. 2017 - 2018
- iv. 2018 - 2019
- v. 2019 - 2020
- vi. 2020 - 2021
- vii. 2021 - 2022
- viii. 2022 – to date

Community Transport Contracts

- 151. How long before the closure of a service provider's last contract are they offered a new contract?
- 152. It has taken the Government 8 years to work out these new contracts and you have given them in some cases just 20 days' notice. Do you think that is acceptable?
- 153. What's the expectation for them to get drivers if they are given less than 3 weeks' notice of the continuation of their contract?
- 154. Do you agree that it makes it very difficult for Community Transport Providers to maintain and secure staff with such short notice?
- 155. How are you supporting the sector and managing growth in regional areas?
- 156. There are a number of different contracts all finishing in 2024. Are there going to be significant cuts?
- 157. Do you think providers should know beforehand?
- 158. The TfNSW website has a downloadable contact list of community transport service providers that is current as at 1/3/2021. Why hasn't it been updated in 18 months after COVID in the regions?
- 159. How is TfNSW actively recruiting community transport providers?

Bikes and Boards on NSW TrainLink Regional Trains

- 160. Why are bicycle and board riders forced to pay a fee of \$12.10 to transport their bikes and boards on NSW TrainLink Regional Trains when passengers on the Sydney and Intercity trains can take theirs for free? Don't you think regional commuters are being financially disadvantaged?
 - (a) What happens with the fees that are collected?
 - (b) Do the fees go towards a specific program?

161. What is the quantum of Bicycle and Board luggage fees that have been paid by commuters travelling on NSW TrainLink Regional Trains in the last financial year?
162. Details on the Transport for NSW website advise that the new XPLOREER service will have only 3 spaces available for bicycles. Do you think this is adequate?
- (a) What modelling has been conducted to support having only 3 spaces?
163. Does the new fleet have capacity to expand the number of spaces?
- (a) Will a review of the new fleet services be reviewed?
- (b) If so, when will it be conducted?
- (c) Who will conduct the review?

McNaughton Report into Fast Rail

164. Back in December 2018 the former Premier announced \$4.6 million to fund a study into faster rail. At the time she insisted it wasn't an election stunt. It has now been over 3 and a half years since the study was announced and it is yet to be publicly released. What is the delay?
165. During the March 2022 estimates hearing Minister you said *"I have not read all of the report. I know of the report but I have not read all of it"* Has the Minister read all of it now?
166. A answer provided on notice said that *'Transport for NSW is currently finalising the Fast Rail Strategy which will be publicly release once completed.'* Why hasn't the Fast Rail Strategy been released?
- (a) When will it be released?
167. Given the Moss Vale Unanderra line was closed for months earlier this year, putting more freight trains on the South Coast line, and trucks to and from Port Kembla, is it not time for TfNSW to update the business case for completion of the Maldon Dombarton rail line?
168. Why is TfNSW supportive of Manildra using A Double trucks to move 250 million litres a year of ethanol from the Bomaderry Plant to a new export facility at Port Kembla when TfNSW has just spent \$40million upgrading the line between Kiama and Bomaderry for more and heavier freight trains?
169. What engagement has TfNSW had with the Albanese Government and the National Faster Rail Agency since its election in regards to High Speed Rail, which was specifically mentioned in the Governor General's speech on 26 July?

New Intercity Fleet

170. The Minister for Regional Transport and Roads and the Finance Minister put a time limited deed to the RTBU regarding the NIF. Why is there a time limit on the deed?
171. The Union is concerned about the time limit and that it will allow the Government to renege on the deal. Will you guarantee to modify the NIF to address safety concerns?

New Regional Fleet

172. Has Train Completion Work (TCW) and testing commenced in Dubbo?
- (a) If not, why not?
- i. When will it commence?
173. When will the first new regional trains be in service?
174. In the December 2021 Strategic Asset Management Plan the design life for the New Regional Fleet has been left blank. What is the design life of the new fleet?
- (a) Have you invested \$1.2 billion into the new fleet without knowing the design life?
175. In the strategy document it lists that there will be 117 carriages for the New Regional Fleet. How many passengers will each carriage hold?
- (a) Are the carriages varying in sizes?
176. Currently there are 130 carriages in service. Does this mean there will be a reduction in services for passengers?
- (a) If so, why will services will reduced?

Relocation of Heritage train complex at North Rothbury

177. What action has your Government taken to preserve the significant rail heritage and tourism potential of the Picnic Train which has been evicted from its current site at North Rothbury?
178. The heritage trust that owns the train has provided options to the local Member for the Upper Hunter to Move the train to Broadmeadow or Denman. Are you aware of these options?
179. Will the Minister meet with the heritage trust operators of the train to seek a solution?
180. Is the Minister adverse to them using Broadmeadow Roundhouse?

Transport Asset Custodian Platform

181. When will the Transport Asset Custodian Platform (TACP) be completed?
182. What stage is the project to implement the TACP up to?

183. What input has the Minister for Regional Transport and Roads had in the design of the platform?
184. What agencies will have input into the TACP?
185. What agencies will be able to gather information from the TACP?
186. What will the interaction with Rail industry Safety & Standards Board (RISSB) be?
 - (a) Will there be duplication?

Fixing Country Bridges

187. A lot of regional councils have very old bridges that pre-date the 1940s and 1950s timber bridges that are the target of Fixing Country Bridges program. Will the Government extend the guidelines for Fixing Country Bridges to reflect the poor condition of many concrete, composite, heritage and steel bridges across the state that are also in need of repair?
188. Why did the NSW Government approve the Cuttagee Bridge under the program in March 2021?
189. Why did the NSW Government withdraw funding for the Cuttagee Bridge under the program in May/June 2021, just two months later?
190. Is it not appropriate the Government would approve a heritage bridge in the electorate of its Transport Minister if it wasn't eligible to participate in the program in the first place?
191. The Council has undertaken extensive work just on this bridge to try and get it back up to standard as the bridge is nearing the end of its functional life and is now subject to deteriorating condition. Council says it "in danger of a potentially catastrophic structural failure unless remedial action is taken." What are you doing to assist Council in this process of making it safe?
192. In December last year, the load limit was cut to 10 tonnes and a 5km/hr speed limit following an independent structural assessment until \$50,000 worth of urgent repair works were completed. This is the major coastal route between Tathra and Bermagui. Can you understand how locals would feel ripped off because just nine months before that they had funding to fix the bridge approved and then it was literally ripped out from under them?
193. Councillors informally agreed to call on the NSW Government to relax funding conditions to allow for situations such as those that have been encountered with the Cuttagee Bridge to be avoided. A release put out on the eve of the by-election for Bega in February noted that more than \$15 million would be needed to carry out the works at Cuttagee, including the bridge replacement. Current estimates are that it could be in excess of \$20 million. Hasn't the delay in assisting this council either by reclassifying the road, or providing them with funding to fix it just ended up increasing the costs of fixing the bridge?

194. Will the NSW Government reclassify the Tathra-Bermagui Road (including its 5 bridges)?

Emergency vehicles getting bogged on rural access roads

195. Is the Government aware of animal strikes and ambulances getting bogged on rural access roads in the state?

196. Families are complaining that they can't get to buses and that emergency services can't travel on some roads. Why do you think this is?

197. If the Government is blaming council for a lack of road maintenance, then why hasn't the Government made it easier for councils to address these issues by speeding up your roads reclassification and transfer to lift the maintenance burden off councils?

198. It is understood that a number of those 69 applications for Fixing Country Roads funding which have just been sitting in the void for three years waiting for the \$80.3 million in funding to come back are from Federation Council. Don't you agree that it must be frustrating for local councils to be dealing with backlogs of road funding, and yet two competitive grants processes, your reclassifications and transfers policy and Fixing Country Roads have just been sitting there doing nothing for the last three years of this Government?

Maintenance on School bus routes

199. How many school routes are impacted by road damage from floods? Please disaggregate by local, regional or state.

Weed Control

200. Post floods, many roadsides in NSW have overgrown Green cestrum. What is your department doing regarding the Maintenance of roadside weeds that frequently causes 'sudden death' in livestock and is highly toxic to all animal species and humans?

On Demand Bus Services

201. The Minister recently announced that All seven of the NSW Government's remaining On Demand pilot services in rural and regional NSW will be made permanent. What areas are they?

202. Patronage figures for On Demand services that are published on the Transport for NSW Open Data website and time stamped with 18 August 2022 list 27 Contract Codes, Operators and Contract Names of which 12 are identified as pilots. Why is this data not up to date?

(a) Of the 12 pilot contract codes listed, only 1 is in regional NSW. Where are the remaining codes?

- (b) Where is data stored for the remaining contract codes?
203. What is the name of and number of services that have been disestablished in this portfolio?
204. What is the total patronage of the on-demand services?
- (a) By region
 - (b) By service routes?
205. What is the cost of the on-demand services, since their start to the 30 June 2019?
- (a) By region
 - (b) By service routes?

Bus Driver Shortages

206. What strategies are in place to assist the recruitment of bus drivers to regional New South Wales?
207. Bus NSW has been very proactive in putting forward a range of options to increase driver recruitment in the bus industry. What options of these does the Government support?
208. Since 1 January 2022, how many occasions has Transport for NSW been advised of cancelled services due to workforce shortages?
- (a) How many of these occurrences involved school buses?
 - (b) How many complaints has Transport for NSW received during this time?
209. What initiatives is the Government using to train heavy vehicle drivers for freight and passenger transport?
210. The Minister previously advised local MPs that the Government is not responsible for bus driver shortages, does the Minister stand by that statement?
211. The Minister also tried to blame industrial action in a company that had not been experiencing such action. When will the Minister take responsibility for the fact that your government has done nothing to increase driver recruitment in the last 12 years?

Country Passenger Transport Infrastructure Grants

212. Why has the Government excluded Councils in Newcastle, Wollongong and the Central Coast from accessing funds to upgrade public transport infrastructure by excluding them from the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS)?

213. Is this disadvantaging people in regional areas of those electorates who are travelling across electorates?
214. Does it make sense that a person with a disability living in Port Stephens can catch a bus in Raymond Terrace but cannot get off in Newcastle, as there may not be appropriate facilities due to a lack of funding?
215. The Central Coast has 35 percent of its population over the age of 65 years, with projections that this will increase by 15 percent in the next ten years, how can the cash strapped Central Coast Council fund upgrades to bus stops that are so necessary for these clientele?
216. Buses go over the border of Maitland at Woodberry into Newcastle at Beresfield on an hourly basis. Why shouldn't a person with a disability from Woodberry who wants to go to the shops at Beresfield be able to benefit from funding from the NSW Government to make their trip possible just because the two suburbs are in two different LGAs?

Train Station Accessibility

217. Is it true that the Minister for Regional Transport and Roads called the Member for Gosford's campaign to have ramps installed on both sides of Point Clare Station a "fear campaign"?
218. When Danny Crowther a local resident encountered an 82-year-old woman who was struggling up the newly installed stairs and almost in tears because she could not get to her chemist - Is he supporting a fear campaign?
219. Mr Rex Brown another Point Clare local aged 85 who uses a mobility scooter who now cannot get to his doctor due to the stairs being implemented, is he supporting a fear campaign?
220. Is Angela Tun, a mother of three with a newborn in a pram supporting a fear campaign when she says she will find it difficult to use two elevators just to get from one side of the station to the other who is also worried about when the lifts are broken, or the power is out?
221. Why did the Government deviate from the original designs?
222. Did the Minister authorise this deviation in the design?
- (a) If not, who did?
- (b) When was the Minister first made aware that changes had been made to the original designs?
223. In a recent statement to NBN News the Minister said; *When it came to my attention that the final design of Point Clare Train Station deviated from the original designs that underwent community consultation, I*

directed my department to revisit the design to ensure the upgraded station is accessible to all customers' . What advice has the department provided?

- (a) When will the station upgrade be completed?
- (b) What was the original cost of the upgrade?
- (c) What is the expected cost of the deviated design?

224. How many other Transport for NSW projects have deviated from the original designs since you have taken over the portfolio?

225. What have been the quantum of the additional costs?

226. Customers have been advised to call a 1800 number to arrange access from one side of the station to the other. How is this assistance provided?

227. How many taxi vouchers have been given to customers who have been unable to access the station?

- (a) What is the quantum of the vouchers?

228. How many train stations in NSW are fully accessible?

229. How many train stations in NSW are not fully accessible?

- (a) When will these stations be upgraded?

Testers Hollow

230. When is the upgrade of Cessnock Road, Testers Hollow expected to be completed?

231. How much has been spent on the project to date?

232. What damage was sustained in the recent flood event?

233. What additional cost has this caused?

234. Have alternative options been considered to ensure the Gillieston community does not become an island?

- (a) What are they?

Tooleybuc Bridge

235. What is this year's budget for ongoing maintenance of old 1925 wooden Tooleybuc Bridge?

236. Why were the plans for the construction of the new Tooleybuc bridge abandoned and replaced with only a maintenance program?

Waterfall Way

237. Why is there still only a draft Waterfall Way Corridor Strategy after five years?

Burrill Lake Princes Highway

238. The outcome report of the Burrill Lake Princes Highway Co-Design process was first promised for release in "early 2022" and promised for release "mid-2022". When will Transport for NSW release the report on their preferred route for the southern end of the Milton Ulladulla Bypass?

239. On July 1 the Minister made a commitment to Ulladulla, Burrill Lake and Tabourie Lake community representatives that the failed Burrill Lake Princes Highway Co-design consultation process would be recommenced. Has the consultation recommenced?

(a) If so, when did it commence?

(b) If not, why not?

i. When will it commence?

240. Will the geographic scope of possible routes be broadened as committed at the 1 July meeting with community representatives?

Gobbagombalin Bridge

241. There has been a major lack of transparency from the Government on the Bridge for years, with an investigation starting under Darryl Maguire to duplicate the bridge, which then morphed into a study and then a business case. Now seven years on, the Government has produced a transport plan, which again calls for an investigation into it. Why are you calling for new reports that have already been done.

(a) Do you accept the outcome from the previous reports not supporting the Gobba bridge?

242. Have there been any caps on development on housing in Wagga Wagga?

243. Does the state government intend on spending any money on Gobba Bridge?

(a) If so, how much?

244. There have been two rollover accidents on the approach to the Gobba Bridge within the past few weeks. Do you think there is an issue with the approach?

Wagga Wagga Transport Plan

245. How long was the Minister in town for when he launched the Transport Plan for Wagga Wagga a few weeks ago?

246. Why did he cut and run after he launched the report, without giving local media outlets time to consider the report and frame their questions?
247. What funding has been allocated to the review, or any items in the Wagga transport plan?
248. Was the Minister afraid to admit that he was basically putting an unfunded plan to the community with yet more investigations and planning about the Gobba Bridge?

Safer Roads

249. On August 17, Minister Farraway said: One death on our country roads is one too many and it takes a suite of measures to save as many lives as possible, like improving our roadside infrastructure. Does that “suite of measures” include facilities and rest areas – adequate to suit the needs of all road users including Heavy Vehicle operators?
- (a) What are the “suite of measures”?
250. What strategy is put in place, that not only makes roads safer for transport operations; also ensures adequately provisioned rest areas across the State; provides for proper maintenance of rest area facilities; provides the separation of Trucks and other road users in rest areas; and provides support for driver wellbeing and compliance with mandatory rest breaks?

Transport for NSW Survey into Rest Areas

251. In February 2022 it was reported that Transport for NSW released an online survey, “recognising that roads are heavy vehicle drivers’ workplace, and rest areas are important facilities that support driver wellbeing and compliance with mandatory rest breaks.” Transport for NSW mentioned that they are “carrying out a review of heavy vehicle rest stops across the state road network and is planning for and prioritising future heavy vehicle rest stop initiatives that will help to identify funding requirements and potential funding and delivery options”.
- (a) How much did the administration of this survey cost?
- (b) What feedback was received from heavy vehicle users?
- i. How has that feedback been implemented into projects that support driver wellbeing and compliance with mandatory rest breaks?

Rest Areas for Semi Trailers and B Doubles

252. Minister Sam Farraway announced, Motorists travelling on the M1 motorway will benefit from a major safety upgrade at Ourimbah Rest Area on the M1 motorway. The \$1.5 million project at Ourimbah has been designed to enable drivers of long vehicles including those towing caravans

and trailers to take a break, with new parking bays for vehicles up to 14.5 meters long. Where has funds been spent upgrading or building an adequate number of new rest areas that are suitable for use by heavy vehicle drivers of Semi-Trailers (average 19 metres long) or B-Doubles Average 26 Metres long)? That is rest areas that are adequately provisioned across the state, with proper maintenance of rest area facilities, that provide the separation of Trucks and other road users, and support driver wellbeing and compliance with mandatory rest breaks?

NSW Government Freight and Port Strategy

253. In the NSW Freight and Port Strategy it states *“Truck rest areas are important in managing driver fatigue as well as providing facilities for load adjustment or addressing maintenance issues that can arise on route.*

Transport for NSW will continue to identify and develop rest areas at strategic locations on major freight routes.”

What is being spent on facilities or amenities that support driver wellbeing and compliance with mandatory rest breaks?

254. What conversations has the Government had with drivers who are on the road almost daily about what they need?

Toll Roads and their Benefit

255. Toll Group, one of the biggest transport companies in Australia has told their drivers that toll roads are to be avoided because *“the cost outweighs the benefits”*. Given the billions of dollars taken off road users in toll road usage costs, the more than \$11 billion in distribution to shareholders and the nearly 128 million large vehicle trips on Transurban Toll Roads, what actual benefit beyond the provision of toll roads, is flowing to NSW Roads and infrastructure projects and road users?

Port Botany Truck Marshalling

256. Given the number of truck movements at Port Botany, the NSW Government announced it will investigate a second truck marshalling area in the Port Botany area to cater for additional growth, serve all stevedores and possibly offer specialised transport services (e.g. for dangerous goods vehicles). Where is that up to?

(a) When can heavy vehicle operators in the port expect that to be delivered?

(b) What amenities will it have?

Skill Shortages in the Transport and Logistics Industry

257. What has been set up to support job growth and engage new workers in the Transport Industry?

258. What changes or improvements to the TAFE system have been made to ensure this growth?

259. What Regions have been identified as “most greatly impacted”?

Collaboration with workplace safety regulators

260. What collaboration has been undertaken with workplace safety regulators to improve work-related road safety in all industries and build a culture of safe vehicle and road use in NSW?

- (a) What progress has been made?
- (b) Have changes been recommended?
 - i. If so, what are they?

Third-party contractors or consultancies

261. For every agency, department, or state-owned corporation within your portfolio, please provide the following:

- (a) A list of all third-party contractor or consultancies engaged in communications services, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (b) A list of all third-party contractor or consultancies engaged in PR services, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (c) A list of all third-party contractor or consultancies engaged in marketing services, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid

- (d) A list of all third-party contractor or consultancies engaged in Government relations or lobbying services, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (e) A list of all third-party contractor or consultancies engaged in industry or peak body membership, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (f) A list of all third-party contractor or consultancies engaged in policy or strategy development, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (g) A list of all third-party contractor or consultancies engaged in project management, including:
 - i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (h) A list of all third-party contractor or consultancies engaged in accounting and audit, including:
 - i. Contractor name,
 - ii. Contractor ABN,

- iii. Service provided,
 - iv. Total cost paid
- (i) A list of all third-party contractor or consultancies engaged in legal services, including:
- i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid
- (j) A list of all third-party contractor or consultancies engaged in any other services, including:
- i. Contractor name,
 - ii. Contractor ABN,
 - iii. Service provided,
 - iv. Total cost paid

Accessibility Upgrade to Point Clare Station

262. What was the original budgeted cost of the upgrade to Point Clare Station when announced?
263. How much has been spent to date on the upgrade to Point Clare Station?
264. What is the current estimated cost of the upgrade to Point Clare Station once completed?
265. Why was the decision made to remove the accessibility ramp on the Brisbane Water Drive side of the Station?
266. Why was the decision made to remove the accessibility of the ramp directly leading to the tunnel on the Kurrawa Ave side of the Station?
267. How many calls has the 1800 775 465 number received regarding the Point Clare Station upgrade?
268. How many emails has projects@transport.nsw.gov.au received regarding the Point Clare Station upgrade?
269. How many calls has your office received regarding the Point Clare Station upgrade?
270. How many emails has your office received regarding the Point Clare Station upgrade?
271. How many rides have been provided using free shuttle buses service during the construction of the upgrade to Point Clare Station?

272. What is the total cost to date of this free shuttle bus service?
273. Is this free shuttle bus accessible for wheelchairs and mobility scooters?
274. How many rides have been provided using taxi services during the construction of the upgrade to Point Clare Station?
275. When was Point Clare Accessibility Upgrade video produced?
276. Was this produced using internal staff from Transport for NSW?
277. How much did the Point Clare Accessibility Upgrade video cost?
278. Once the current works at Point Clare Station have been completed, how many times would a pedestrian in a wheelchair need to use a lift to travel from one side of Point Clare Station to the other and then back again?

REGIONAL TRANSPORT AND ROADS

Questions from the Hon Mark Banasiak MLC

Pooncarie Rd

279. In May 2022 , the member for Barwon made formal representations to you regarding the sealing of the Menindee to Pooncarie Road being undertaken by the Central Darling Shire Council, more specifically that works that were six months old already requiring repair. This is a project that has funding of 39.6 million through the Investment Road and Rail Program federally and 12.5million through the states Regional Growth fund. Will you undertake an audit into the design and construction of this project? If not why not?