

**PORTFOLIO COMMITTEE NO. 6 – REGIONAL TRANSPORT AND ROADS –
SUPPLEMENTARY QUESTIONS – 31 AUGUST 2022**

SQ001

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?

ANSWER

I am advised:

No.

SQ002

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?

ANSWER

I am advised:

Transport for NSW has not conducted a cost modelling exercise. On 29 August 2022 improvements were delivered on weekday services in Catherine Hill Bay which included a diversion of Route 99 and two school routes. These improvements provide additional morning and afternoons services into Catherine Hill Bay and also connecting school students to Belmont Schools.

SQ003

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 1.

SQ004

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?

ANSWER

I am advised:

Transport for NSW has not conducted a cost modelling exercise.

SQ005

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?

ANSWER

I am advised:

No.

SQ006

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?

ANSWER

I am advised:

The lane, shoulder and shared path widths have been optimised in line with industry standard best practice and a vigorous design decision-making process, which included risk management, value management, road safety auditing and safety in design workshops.

SQ007

Will the shoulder widths along the stretch of highway through Medlow Bath be below the recommended safety standards?

ANSWER

I am advised:

The design for Medlow Bath provides a consistent road shoulder of at least 1.5 metres through the town, as well as kerb and guttering. In combination with the one

metre vegetated verge, this ensures at least 2.5 metre buffer between pedestrians and traffic. This is an improvement on the current conditions in Medlow Bath.

SQ008

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?

ANSWER

I am advised:

The upgrade will deliver a new shared path on the western side of the Highway for pedestrians and cyclists, linking to the existing walking and cycle trails at both ends of Medlow Bath.

SQ009

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

ANSWER

I am advised:

I refer to the response to Supplementary Question 6.

SQ010

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?

ANSWER

I am advised:

An upgrade of the Great Western Highway in Medlow Bath is constrained by ridgetop terrain, private property along the Highway, and the rail line. A number of options were considered and assessed during the earlier stages of this planned upgrade.
In Medlow Bath, Transport for NSW is able to upgrade the surface road through town with minimal property and environmental impacts, provide a clear buffer between the road and footpath and improve safety for cyclists and pedestrians with the shared pathway and pedestrian bridge. Safety will also be improved for drivers

and pedestrians moving through Bellevue Crescent by the installing traffic lights and dedicated turning lanes.

The upgrade can achieve this while still providing opportunities to support and enhance the character of Medlow Bath village as a tourist destination.

SQ011

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?

ANSWER

I am advised:

Safety upgrades are required to the section of the Great Western Highway through Medlow Bath with or without the upgrade.

In 2020, Transport for NSW conducted community consultation for the strategic design of the highway upgrade through Medlow Bath. At that time, local residents were very clear that safety upgrades for the local intersections were their top priority. Since that time, residents have continued to advocate for a safe right turning lane into the Hydro Majestic to be delivered as soon as possible.

The Government has prioritised Medlow Bath to be the first section of the Great Western Highway upgraded because:

- Known safety concerns can be addressed and provide ongoing safety benefits for local traffic and pedestrians
- There is ample space to upgrade the existing highway with minimal property and environmental impacts, allowing faster environmental assessment and approval
- Immediate safety benefits will be delivered for Medlow Bath while Transport for NSW plans the more complex sections of the Great Western Highway Upgrade Program.

SQ012

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 11.

SQ013

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?

ANSWER

I am advised:

During consultation many people commented on U-turn activities within Medlow Bath using either the United Service Station, Bellevue Crescent, or the Hydro Majestic southern entry, identifying that there was an existing need to cater for this manoeuvre within the town.

The bay will allow U-turning traffic to access properties that front the highway between Bellevue Crescent and the Hydro Majestic, including waste collection vehicles.

SQ014

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?

ANSWER

I am advised:

The project responds to the Transport Sustainability Plan, which sets out sustainability objectives relevant to transport projects. The Transport Sustainability Plan's focus area of responding to climate change includes considering climate change risks in all decisions.

The Upgrade Program includes controls and outcomes such as:

- The proposed drainage system has been developed with sufficient capacity to account for any changes in localised flood intensity caused by higher intensity of rainfall due to climate change
- Widening the highway would also improve access during natural disasters such as bushfire.

Transport for NSW is sensitive to the impact that highway runoff can have to the surrounding environment, particularly in the Sydney Catchment area of Water NSW. Transport for NSW is consulting with Water NSW to ensure that safeguards

are built into the design of the Highway Upgrade to ensure water quality is maintained or improved to achieve a neutral or beneficial effect on water quality. Treatment measures are installed on the existing Highway between Katoomba and Lithgow to manage the urban runoff prior to discharge to the natural watercourses. The Great Western Highway Upgrade Program will include installing basins and pollutant traps to control flow rates and the quality of water leaving the Highway and entering the environment.

A key factor in the options assessment and design process of the Great Western Highway Upgrade between Katoomba and Lithgow has been the ability of the option to achieve the vital program objective of increased resilience.

The Great Western Highway experiences high winds from time to time, and currently vehicles are able to negotiate the route without incident. The bridge will be analysed for any wind effects which will be used in both structural design and impact on motorists. Appropriate mitigation measures will be put in place should they be required and will include warning signage and wind socks to alert motorists of the risks and to drive appropriately. This is in place at a number of locations across the State road network and has proved effective in managing safe transit of all road users.

SQ015

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?

ANSWER

I am advised:

In determining the planning pathway for the Great Western Highway Upgrade Program between Katoomba and Lithgow a number of options were considered: Given the program comprises a series of independent projects, a staged, separate environmental impact assessment process of Review of Environmental Factors and Environmental Impact Study (where applicable) was adopted.

Under this planning pathway a separate environmental assessment is required for each project within the program of works. Each environmental assessment must consider any cumulative environmental effect with other existing or likely future activities including the other projects within the program of works. A Review of Environmental Factors is a rigorous and transparent environmental assessment.

SQ016

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?

ANSWER

I am advised:

The Great Western Highway Upgrade Program aims to increase safety for all road users. The proposal to duplicate the Highway between Katoomba and Lithgow from one to two lanes in each direction with a centre median would significantly increase road safety for motorists by using modern design standards to provide safe opportunities to overtake, separate traffic travelling in opposite directions, reducing gradients and easing curves and crests as much as possible.

SQ017

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?

ANSWER

I am advised:

The project team has worked closely with expert advisors and completed the Program Strategic Business Case at the end of 2020 in accordance with the Infrastructure Investor Assurance Framework and NSW Treasury guidelines. Given the level of information within the business case, it will be kept confidential to help make sure we receive competitive and value-for-money tenders from a wide range of participants during procurement.

Transport for NSW has undertaken a comprehensive Options Assessment including tunnels of various lengths. Not every option progresses to a full costing. An extended tunnel under Medlow Bath was unviable due to an initial assessment of cost, technical feasibility, and environmental impacts.

A 19 kilometre tunnel is less likely to support portal emissions and would fail to provide any benefit to the high volume of local traffic that uses the Great Western Highway between Katoomba, Blackheath and Mount Victoria. The upgrade is being planned to deliver long term resilience and capacity. The upgrade will deliver duplicated roadway along the entire corridor between Katoomba and Lithgow, including Medlow Bath, improving congestion and safety, and catering for projected growth into the future.

SQ018

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?

ANSWER

I am advised:

Transport for NSW has undertaken a comprehensive Options Assessment including tunnels of various lengths. Not every option progresses to a full costing. An extended tunnel under Medlow Bath was found to be unviable due to an initial assessment of cost, technical feasibility and environmental impacts. The Blackheath to Little Hartley Preferred Option Report was made available to the community on 15 May 2022. This report includes information on the options analysis process and can be found on the Transport for NSW website.

SQ019

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?

ANSWER

I am advised:

In Medlow Bath, traffic and transport for residents and businesses is not expected to be substantially impacted during construction, and access will be maintained to all properties at all times, including the Hydro Majestic.

There would be temporary partial road or lane closures at times to allow for road works to ensure the safety of workers. The Highway would remain open at all times, with the exception of a short closure to lift the pedestrian bridge into place.

This closure will be coordinated with key stakeholders like businesses, the community, freight operators and highway users.

Activities with potential for high traffic impacts will be carried out during off-peak hours to minimise delays and congestion.

SQ020

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?

ANSWER

I am advised:

The Great Western Highway Upgrade Program is anticipated to provide an improved tourism experience, with travel time savings of up to 84,700 hours for international and 168,500 hours for domestic tourists each year.

SQ021

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?

ANSWER

I am advised:

Over the last decade, the NSW Government has progressively upgraded sections of the Great Western Highway to make it safer and more reliable for all road users. The Great Western Highway Upgrade Program will complete the final 34 kilometre link in a modern dual carriageway across the Blue Mountains.

The NSW State Government and the Australian Government are making a significant investment in upgrading the Great Western Highway.

To ensure that investment is delivering good value we are making sure that the highway is future proofed for different types of vehicles.

To meet future demand, the upgraded highway will be designed to carry modern, more productive Performance Based Standards heavy vehicles.

Once the road is upgraded Transport for NSW would need to undergo an assessment of the entire road corridor regarding access for 26 metre and 30 metre heavy vehicles.

Any change to the types of heavy vehicles allowed on the Great Western Highway would be a decision of the State Government.

The NSW State Government will carry out consultation with Blue Mountains and Lithgow City Councils, stakeholders and the community when deciding on any change in gazettal.

SQ022

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

ANSWER

I am advised:

Transport for NSW has assessed 62 bays on the M1/F3 from Berowra to Hexham. In emergency conditions or under road closures, all bays are viable and meet the Ausroads Guide to Road Design Part 4 standards on Intersections and Crossings. The fit for purpose assessment of the 62 bays is an additional layer of risk mitigation that has involved trials for NSW Rural Fire Service and Fire and Rescue NSW Category 1-13 vehicles to ensure agencies were able to assess their own operational risks associated with the use of these bays.

SQ023

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

ANSWER

I am advised:

I refer to the response to Supplementary Question 22.

SQ024

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 22.

SQ025

If there are none, why has such a standard not been developed?

ANSWER

I am advised:

I refer to the response to Supplementary Question 22.

SQ026

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 1.

SQ027

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 1.

SQ028

Has Transport for NSW quantified road damage that was caused by the recent flood event?
(a) Please disaggregate by Local Government Area.

ANSWER

I am advised:

I refer to the response to Question on Notice 5.

SQ029

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?

ANSWER

I am advised:

Under the 2018 'Natural Disaster Essential Public Asset Restoration Guidelines', local councils voluntarily nominated to Opt-In under the alternative funding

arrangements, or maintain their status quo as an Opt-Out Council. Councils make this decision based on what best suits their financial and staffing situation.

SQ030

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?

ANSWER

I am advised:

Transport for NSW is providing Lismore City Council funding to repair its road related assets to current engineering standards.
Transport for NSW has an embedded Project Director to support Lismore City Council with Natural Disaster recovery. To date the Council has received approximately \$10 million in advance payment for Emergency Works and Immediate Reconstruction Works for road repairs.
The nature and quantum of the road rebuilding to date, is a matter for Lismore City Council.

SQ031

Has TfNSW done strategic planning for routes to ensure they're not just filling potholes on flood prone roads?

ANSWER

I am advised:

Transport for NSW is continuously planning the management of the State's transport networks. As part of this work, Transport is currently developing strategies to improve the resilience of these networks and Transport's responses during and after times of flooding and other extreme weather events. This includes developing an understanding of the factors affecting different routes and identifying the appropriate management techniques to apply under various scenarios. This work, however, does not preclude the need for immediate measures such as filling potholes on roads affected by flooding.

SQ032

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?

ANSWER

I am advised:

This is a matter for the Minister for Emergency Services and Resilience, and Minister for Flood Recovery.

SQ033

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?

ANSWER

I am advised:

The Independent Panel expects to deliver its final report for the Regional Road Transfer and Road Classification Review to the NSW Government later in 2022.

SQ034

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 9.

SQ035

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.

ANSWER

I am advised:

This information is available in the Panel's Interim Report on the Transport for NSW website.

SQ036

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?

ANSWER

I am advised:

The Road Classification Review and Regional Road Transfer Program has a clear framework established. There are documented governance arrangements, guidelines for council submissions, and information on the review process for the priority and full round is publicly available.

SQ037

What remuneration has been paid to the Independent Panel to date?

ANSWER

I am advised:

Remuneration information is publicly available on the Public Service Commission website.

SQ038

How many occasions has the panel met?
(a) When did the Minister last meet with the panel?

ANSWER

I am advised:

This is a matter for the Independent Panel.
(a) I refer to the answer I provided in the Hearing.

SQ039

What are the terms of the Independent Panel's appointment?

ANSWER

I am advised:

The Independent Panel are appointed in line with arrangements required under the NSW Government Boards and Committees Guidelines. The Panel's Terms of Reference are publicly available on the Transport for NSW website.

SQ040

Will there be a second chance for councils who have not yet applied to apply later on?

ANSWER

I am advised:

The Regional Road Transfer initiative is limited to the priority and full round of applications. As part of the Terms of Reference, the panel will make

recommendations about an appropriate road classification policy framework in its final report.

The business-as-usual reclassification process is an ongoing process and there will be future opportunities for local government to request reclassification of roads.

SQ041

Is this an ongoing program or not?

ANSWER

I am advised:

I refer to the response to Supplementary Question 40.

SQ042

How many kilometres of road have Councils applied for reclassification?

(a) Please disaggregate by Local Government Area

ANSWER

I am advised:

The Independent Panel has received over 500 applications from 78 councils in the full round of the program. The Panel is currently evaluating the applications and this information is not available. The Panel expects to deliver its report to the NSW Government later this year.

SQ043

How many kilometres have been successful in their application for reclassification?

(a) Please disaggregate by Local Government Area

ANSWER

I am advised:

I refer to the response to Supplementary Question 42.

SQ044

How many kilometres of road have Councils applied for transfer?

(a) Please disaggregate by Local Government Area

ANSWER

I am advised:

I refer to the response to Supplementary Question 42.

SQ045

How many kilometres have been successful in their applications for transfer?

ANSWER

I am advised:

I refer to the response to Supplementary Question 42.

SQ046

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?

ANSWER

I am advised:

The Independent Panel's Terms of Reference notes that the Panel will make recommendations for consideration by the NSW Government, with the Government's response to any recommendations to be determined through the Cabinet process.

The Panel is not authorised to take any decision on behalf of the NSW Government.

SQ047

Doesn't this lead the Government into dangerous territory where you could be continuing your business as usual model of pork barrelling?

ANSWER

I am advised:

The Road Classification Review and Regional Road Transfer Program has a clear framework established, including an independent panel, with a clear term of reference, whose role and responsibilities is transparent. There are also documented guidelines for council submissions.

SQ048

How many councils have applied for reclassification and/or transfer?

(a) Please disaggregate them by Local Government Area

ANSWER

I am advised:

I refer to the response to Supplementary Question 42.

SQ049

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

ANSWER

I am advised:

I refer to the response to Supplementary Question 42.

SQ050

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?

ANSWER

I am advised:

The Restart NSW Fund.

SQ051

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?

ANSWER

I am advised:

On 22 August 2022, Round 6 of Fixing Country Roads was announced and all councils that submitted applications or draft applications that were not assessed under a live round of the program were sent copies of their applications by Transport for NSW.
Councils are encouraged to review, update and confirm the priority of these projects and resubmit via the SmartyGrants portal. No councils have raised concerns with Transport for NSW on this approach.
Councils have also been provided with two live information sessions as well as a communications pack with program guidelines and contact details for the Fixing Country Roads team.

SQ052

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?

ANSWER

I am advised:

Fixing Country Roads is a Restart NSW program and all applications must align with the requirements of the Fund.

SQ053

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?

ANSWER

I am advised:

This is a matter for the Treasurer.

SQ054

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?

ANSWER

I am advised:

(a) Transport for NSW has current and planned education initiatives which aim to improve safety awareness for motorists regarding interacting with heavy vehicles including the Behavioural Road Safety Program and Be Truck Aware Campaign.

(b) The Fixing Country Roads program funds eligible local and regional roads and bridges managed by councils. Transport for NSW encourages councils to collaborate with freight industry stakeholders to gain a better understanding of transport bottlenecks and the benefits of upgrades. Councils are also encouraged to provide letters of support from industry and other stakeholders regarding the benefits of their proposed projects as part of their applications and this forms part of weighted assessment criteria of the Program.

SQ055

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?

ANSWER

I am advised:

- a) This information is available on the Transport for NSW website.
b) A total of 49 applications were submitted under Round 1 of the Program and 16 applications were received under the 2018 Round.

SQ056

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?

ANSWER

I am advised:

The Regional Seniors Travel Card can be used on bus services in regional NSW that accept credit card payments.

SQ057

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 56.

SQ058

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 55

SQ059

What is the quantum of 'Low Balances' forfeited to TfNSW since the program's inception?

ANSWER

I am advised:

I refer to the response to Question on Notice 55

SQ060

What is the quantum of 'expired cards' forfeited to TfNSW since the program's inception?

ANSWER

I am advised:

I refer to the response to Question on Notice 55.

SQ061

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 56 and 57.

SQ062

What is the quantum of the fees and charges for each year of the program?

ANSWER

I am advised:

I refer to the response to Question on Notice 56.

SQ063

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?

ANSWER

I am advised:

A two year pilot of the Regional Apprentice and University Student Travel Card is intended to commence early next year.

SQ064

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 63.

SQ065

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.

ANSWER

I am advised:

Similar to the Regional Seniors Travel Card, the Regional Apprentice and University Student Travel Card will be a prepaid debit card. Card usage will be limited to specific merchant codes to ensure the funds are spent for travel related purchases.

SQ066

What are the terms and conditions of the card?

ANSWER

I am advised:

The terms and conditions of the card will be publicly available once announced by the NSW Government.

SQ067

How many Local Government Areas will be eligible?

ANSWER

I am advised:

Geographic eligibility is based on the boundaries defined in Section 9(2) of the *Restart NSW Fund Act 2011*.

SQ068

How are the eligible LGA's determined?

ANSWER

I am advised:

I refer to the response to Supplementary Question 67.

SQ069

Will the Regional Apprentice and Uni Travel Card expire?
(a) If so, how long will cardholders have to use their \$250?

ANSWER

I am advised:

I refer to the response to Supplementary Question 66.

SQ070

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 66.

SQ071

Who will be the banking partners for the Regional Apprentice and Uni Travel Card?
(a) Was there a tender for the service?

ANSWER

I am advised:

The banking partner will be publicly available once announced by the NSW Government.

SQ072

What fees and charges are payable to the institution?

ANSWER

I am advised:

I refer to the answer to Supplementary Question 71.

SQ073

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?

ANSWER

I am advised:

Transport for NSW offers generous transport subsidies and discounted fares for students who meet the eligibility criteria. A concession fare is intended to assist with the cost of travel to and from university or TAFE but can also be used for other travel.

If a student lives in NSW during the term and attends an approved institution, they are eligible for concession travel within NSW. If a student is studying at an interstate institution, and living interstate during the semester, they need to check their eligibility for concession travel with the state or territory in which they are studying and living for the majority of the year.

SQ074

We understand that there have been complaints specifically about ANU and UNE made to the Minister via representations. What has been done about them?

ANSWER

I am advised:

The Australian National University is based in the ACT. NSW residents studying at the Australian National University are eligible for concession fares in NSW if they attend university in person for a minimum of 16 hours per week. ACT residents are not eligible for concession fares in NSW.

University of New England and Charles Sturt University are registered institutions for concession application purposes. If students studying at these institutions meet the eligibility criteria, they are able to apply for and receive their concession entitlement.

SQ075

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?

ANSWER

I am advised:

Transport for NSW offers concession fares for services operating within NSW to eligible NSW residents attending approved institutions. This includes approved institutions located within the ACT.

To be eligible for concession fares in NSW, a student must reside in NSW and be enrolled with a recognised institution on a full time basis and attend at least 16 hours of face to face teaching.

Students that live in other states, travel across states, or have other living arrangements should also check their eligibility for concession travel with the other state and territory authorities.

SQ076

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?

ANSWER

I am advised:

Students from all registered NSW institutions are able to order their Transport Concession Entitlement Card online, including students from the University of New England.

Transport for NSW works closely with all institutions to ensure students are provided travel and concession information as part of their orientation prior to commencing university. Information is also provided online on the transportnsw.info website about all student and concession fares. Students are able to apply for their Transport Concession Entitlement Card as soon as they have enrolled and are notified by their institution they are eligible, prior to commencement of semester.

The two week turn around is a standard time frame which accounts for processing, fulfillment, postage and delivery time. This is consistent for all concessions based products, including Gold Opal, School Opal and Concession Opal cards for all institutions across NSW, not only University of New England students. All customers are encouraged to plan ahead to ensure they are always ready to travel.

SQ077

Are there any plans to introduce an electronic ticketing system for bus services in regional NSW?

ANSWER

I am advised:

Transport for NSW is investigating a possible trial of contactless payment technology on buses in key regional areas.

SQ078

When will Opal be rolled out for regional and rural passengers?

ANSWER

I am advised:

There are no current plans to roll out Opal to the regional and rural bus network. However, rural and regional areas will be considered as part of future ticketing programs.

SQ079

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?

ANSWER

I am advised:

The *Ports and Maritime Administration Act 1995* and the Port Botany Landside Improvement Strategy are subject to an independent review. The option for a third party to administer the Port Botany Landside Improvement Strategy was put forward in the Options Paper to the *Independent Review of the Ports and Maritime Administration Act 1995* and the Port Botany Landside Improvement Strategy. The independent reviewer, Mr Ed Willett, has consulted with industry on all options put forward and will make his final recommendations to government on any changes to the Act or Strategy. The NSW Government will then consider and respond to the recommendations, including analysis of the impact and suitability of any recommendations.

SQ080

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 61.

SQ081

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?

ANSWER

I am advised:

The functions and positions in the Cargo Movement Coordination Centre were transitioned into the Freight Operations section in Transport for NSW. Administration of the Port Botany Landside Improvement Strategy against the Mandatory Standards, which was the primary role of the Cargo Movement Coordination Centre, is now conducted by Freight Operations. Freight Operations also has the expanded role of monitoring freight performance, both road and rail, in the port precinct and the NSW network more broadly.

SQ082

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?

ANSWER

I am advised:

Public consultation has occurred over two parts of the independent review –from 15 December 2021 to 4 March 2022, facilitated by a Discussion Paper, and between 16 June to 29 July 2022, facilitated by an Options Paper. The independent reviewer held round-table consultation sessions both virtually and in person with stakeholders from industry and the community; attended individual meetings and site visits with key stakeholders from across industry, including stevedores, port operators, transport operators, rail operators, empty container parks and industry associations, and received written feedback from stakeholders in submissions to the review. Non-confidential submissions to the Discussion Paper have been published on the review website. Feedback on the Options Paper is currently being considered by the independent reviewer. The independent reviewer will finalise his recommendations in a report to government, which is expected to be submitted later this year. Further public consultation is not anticipated.

SQ083

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?

ANSWER

I am advised:

The final report of the independent reviewer with recommendations to government is an independent product and is not subject to government or ministerial approvals.

Once the Government receives the recommendations, the Government will then consider and respond to the recommendations, including analysing the impact and suitability of any recommendations.

SQ084

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?

ANSWER

I am advised:

Transport for NSW is aware of stakeholder feedback provided on both the Discussion Paper and the Options Paper, which included a wide range of issues and feedback from different sectors of industry.

All submissions and input to the review are currently being considered by the independent reviewer and will inform his final recommendations to government.

SQ085

Where are the productivity incentives in the Options Paper?

ANSWER

I am advised:

The Options Paper included a range of options to improve productivity and port efficiency.

The independent reviewer, Mr Ed Willett, has consulted with industry on all options put forward and will make his final recommendations to government on any changes to the *Ports and Maritime Administration Act 1995* or the Port Botany Landside Improvement Strategy.

The NSW Government will then consider and respond to the recommendations, including analysis of the impact and suitability of any recommendations.

SQ086

Why isn't there anything in the options paper about reducing the cost for operators?

ANSWER

I am advised:

I refer to the response to Supplementary Question 85.

SQ087

Why weren't the recommendations from peak bodies about landside operators picked up?

ANSWER

I am advised:

The Options Paper to the *Independent Review of the Ports and Maritime Administration Act 1995 and the Port Botany Landside Improvement Strategy* is an independent product and was not subject to government or ministerial approvals. It is understood all feedback provided by stakeholders, including peak bodies, is currently being considered by the independent reviewer and will inform his final recommendations, expected to be received later this year.

SQ088

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?

ANSWER

I am advised:

The Hon Rob Stokes, Minister for Cities, Infrastructure, and Active Transport was the NSW Ministerial representative at the Infrastructure and Transport Ministers' Meeting.

SQ089

There is no indication that the Minister either sent an apology or sent a representative attend the meeting, why is that?

ANSWER

I am advised:

I refer to the response to Supplementary Question 88.

SQ090

Why hasn't the Government done anything to resolve the taxi crisis?

ANSWER

I am advised:

On 21 September 2022, the NSW Government announced that taxi licence holders across the State will receive an additional \$500 million in assistance payments as part of a comprehensive \$645 million package to fully deregulate the industry and benefit customers long term.

SQ091

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?

ANSWER

I am advised:

Transport for NSW continues to work closely with the Point to Point Transport Commissioner to respond to issues relating to taxi supply across NSW. To date, communities that have experienced significant risk have had several of their concerns resolved through consultation with the broader point to point industry and local councils.

SQ092

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 90.

SQ093

Why is it taking so long for the Treasurer to support the need for Fair and Proper Compensation to taxi operators?

ANSWER

I am advised:

This question should be redirected to the Treasurer.

SQ094

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 90.

SQ095

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 90.

SQ096

How much has the Passenger Service Levy collected as at 30 August 2022?

ANSWER

I am advised:

The Passenger Service Levy is administered by Revenue NSW, and information about the revenue collected is published quarterly on Revenue NSW's website.

SQ097

What is the balance of the assistance package?

ANSWER

I am advised:

I refer to the response to Supplementary Question 90.

SQ098

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 90.

SQ099

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 91.

SQ100

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?

ANSWER

I am advised:

Consultation with taxi service providers, local councils and community transport operators has been undertaken across many communities.

SQ101

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?

ANSWER

I am advised:

Transport for NSW received this submission on 25 February 2022, and continues to work constructively with the industry on an appropriate way forward that addresses the needs of the industry and the safety of drivers and passengers.

SQ102

It is now 7 months on and the industry is desperate for a decision. When will they get a response?

ANSWER

I am advised:

I refer to the response to Supplementary Question 101.

SQ103

There is a significant shortage of drivers in the industry. What are you doing to help address this issue?

ANSWER

I am advised:

I refer to the response to Supplementary Question 101.

SQ104

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?

ANSWER

I am advised:

The Point to Point Commissioner is able to issue exemption notices in relation to point to point driver requirements. Any decision in relation to the reduction in current tenure requirements must be balanced with safety for road users and point to point passengers.

SQ105

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?

ANSWER

I am advised:

The Taxi Transport Subsidy Scheme is available for all NSW taxis. Transport for NSW is investigating a long term solution to extending the subsidy beyond taxis through a provider neutral model.

SQ106

Has there been any thought of extending the taxi voucher system to cover community transport to fill the gap?

ANSWER

I am advised:

The NSW Government has supported, in principle, the recommendation of the Point to Point Transport Independent Review 2020, that the Taxi Transport Subsidy Scheme be made available for use with community transport, noting that the Government supports a move to a provider-neutral transport subsidy model for people with disability.

SQ107

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?

ANSWER

I am advised:

The Level Crossing Improvement Program completed the following four major level crossing upgrades in 2021-22:

- Wurrinya Road, Wurrinya
- Maxwell Street, Wellington
- Bulunbulun Road, Breeza
- Merriwa Road, Willow Tree.

SQ108

How much funding has been allocated to remove/or upgrade level crossings in NSW this financial year?

ANSWER

I am advised:

The Level Crossing Improvement Program has allocated \$5.93 million to upgrade level crossings in NSW in 2022-23.

SQ109

What actions will the NSW Government take in the next 6 months to improve level crossing safety?

ANSWER

I am advised:

The NSW Government plans to deliver the following level crossing safety initiatives through the Level Crossing Improvement Program in the next six months (September 2022 to February 2023):

- Two 'Don't rush to the other side' level crossing education campaign bursts in regional NSW to provide a timely reminder to motorists that level crossings should not be approached with complacency.
- Two level crossing safety exhibitions at NSW regional agricultural field days to raise the profile of level crossing safety issues.
- Two level crossing awareness and enforcement campaigns to raise motorists' awareness of the safety risks at level crossings and of the need to comply with the road rules.
- Transport for NSW is also commencing two LED flashing lights trial in Narromine and Bribbaree.

SQ110

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?

ANSWER

I am advised:

The installation and activation at Narromine will commence in late October 2022 through to early November 2022, pending engineering and technical assurance. Installation at Bribbaree is presently still under negotiation, but Transport for NSW anticipates that installation and activation will commence towards the end of 2022. Narromine and Bribbaree level crossings were selected based on criteria including:

- Australian Level Crossing Assessment Model risk ratings
- at least 100 vehicles passing through per day
- approximately ten per cent minimum heavy vehicles
- located in regional or remote areas
- controlled by give way or stop signs
- road and rail geometry and geography.

The cost of the two trials are within the funding budget allocated from the Digital Restart Fund.

SQ111

Were these projects identified through ALCAM (Australian Level Crossing Assessment Model)?

- a) If not, how were they identified?

ANSWER

I am advised:

These projects were identified through Australian Level Crossing Assessment Model and additional sources of information such as crash history, near-miss data and consultation with stakeholders.

SQ112

Will the \$1.5 million that has been allocated from the Digital Restart Fund fully fund the 2 trial sites?

ANSWER

I am advised:

The \$1.5 million Digital Restart Funding will fully fund the level crossing trial sites in Bribbaree and Narromine.

SQ113

How will the trial sites be monitored?

ANSWER

I am advised:

The Bribbaree and Narromine level crossing technology trials will be remotely monitored for testing and performance in addition to site inspection by authorised representatives. NSW Police also monitor road user behaviour.

SQ114

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?

ANSWER

I am advised:

Over the ten year contract for the operation and maintenance of the Country Rail Network, the following works are programmed for the 317 overbridges:

- 32 overbridge renewals, major works addressing significant structural issues, often improving load capacity.
- 72 overbridge refurbishments, works addressing structural, safety and other issues.
- Routine inspections of all bridges across the network.

SQ115

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?

ANSWER

I am advised:

The risks associated with bridges can be more readily predicted and managed through controls such as maintenance, refurbishments and renewals. The risks associated with slope and embankment failures are less predictable and harder to manage.

SQ116

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?

ANSWER

I am advised:

Transport for NSW considers all of these important areas simultaneously when developing the maintenance program contained within its asset management planning documents.

SQ117

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?

ANSWER

I am advised:

Only timber bridges are eligible under the Fixing Country Bridges Program guidelines. However, other funding programs, such as the Bridges for the Bush Program fund improvements to concrete, steel and a road-over-rail bridge on the state road network in regional and rural NSW.

SQ118

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?

ANSWER

I am advised:

There are 215 public level crossings along the NSW section of Inland Rail. Of these, there are 26 at grade interfaces with the NSW Classified Road network along the Inland Rail corridor in NSW.

SQ119

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?

ANSWER

I am advised:

Four crossings are currently funded for grade separation. Transport for NSW has identified a further 22 interfaces for strategic investigations. A joint briefing with Local Government was held on 31 August 2022 on the grade separation

prioritisation. A program strategic business case is being prepared by Transport for NSW to support the release of funds for further design development and environmental investigations within the program's funding commitment.

SQ120

How many times has the Minister met with Inland Rail?

ANSWER

I am advised:

Four.

SQ121

What is the Government's priority around level crossings in NSW?

ANSWER

I am advised:

Transport for NSW has developed three policy approaches, avoiding building new level crossings; closing existing level crossings; and speed limits on approach to active level crossings.

Transport for NSW has also published the Level Crossing Strategy Council Strategic Plan 2021-2030 to guide our work to further improve the safety of level crossings, and ultimately create a safe and efficient transport system in NSW working Towards Zero trauma.

SQ122

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?

ANSWER

I am advised:

- a) I refer to the response to Question on Notice 30.
- b) Fixing Country Rail is not an annual program. Previous rounds have included funding for significant project development to identify the scope, costs, benefits, priority and demand for these corridors and projects. The preparation of these business cases informs future rounds of the program.
- c) As at 30 June 2022, expenditure on the Fixing Country Rail 2020 round is approximately \$3.8 million.

SQ123

What is the total quantum of expenditure to date since the program began?

ANSWER

I am advised:

I refer to the response to Question on Notice 34.

SQ124

What is the total quantum of funds allocated to date?

ANSWER

I am advised:

I refer to the response to Question on Notice 34.

SQ125

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 35.

SQ126

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 36.
Under Fixing Country Rail 2020 Round funding was provided for project development activities for Calleen to Lake Cargelligo and Naradhan - 25 TAL upgrade and Temora to Lake Cargelligo – Intermediate Loops.

SQ127

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 126.

SQ128

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 36.

SQ129

Where is the transparency in the program?

ANSWER

I am advised:

I refer to the response to Question on Notice 36.

SQ130

Is it intended to complete the full allocation of funding in this term of Government?

ANSWER

I am advised:

Project development activities and business cases are underway to draw down the next round of funding from the Program reservation once assurance processes are complete..

SQ131

Is any of the money under this project going towards level crossing safety to do with the Inland Rail?

ANSWER

I am advised:

There is no funding allocated under the Fixing Country Rail Program towards Inland Rail.

SQ132

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

ANSWER

I am advised:

I refer you to the answer to Question on Notice 26.

SQ133

How many requests have been finalised?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 26.

SQ134

How many are still outstanding?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 26.

SQ135

What was the average wait time?

ANSWER

I am advised:

I refer you to the answer to Question on Notice 26.

SQ136

Bus companies are reporting that it's taking two years to get routes approved. Why is it taking so long to assess the applications?

ANSWER

I am advised:

The Transport for NSW Rural and Regional Bus Contracts team do not have a record of a Request taking two years to complete.

SQ137

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?

ANSWER

I am advised:

I refer to the answer to Question on Notice 27.

SQ138

What is the Government doing to ensure that transport providers are not out of pocket and passengers are not left stranded?

ANSWER

I am advised:

In urgent cases, temporary approval may be given to immediately change a route to ensure passengers are not left stranded.

SQ139

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 24.

SQ140

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 44.

SQ141

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?

ANSWER

I am advised:

Under the Preschool Drive Subsidy Pilot, families that live more than 1.6 km, by straight line distance, or at least 2.3 km walking distance are eligible to apply. This minimum distance is the same criteria that applies for the School Drive Subsidy. Any changes to the 50km maximum distance for payment of the subsidy will be considered as part of the evaluation of the Pilot.

SQ142

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?

ANSWER

I am advised:

The Preschool Drive Subsidy Pilot has been designed to support families accessing the recommended 600 hours of preschool per year in the two years before commencing Kindergarten. The Pilot is designed to ensure preschool age children travel safely between the home and preschool.
As preschools are not usually located in school zones and preschools legally require that the child is checked in and out by a responsible adult, the Pilot requires the parent or carer to drive the child the entire way between the two locations. The subsidy is then provided to offset some of the costs related to this travel.

SQ143

There is no certainty as to what will happen when the pilot finishes. Will it continue?

ANSWER

I am advised:

The Preschool Drive Subsidy Pilot is a joint Transport for NSW and Department of Education initiative which commenced in the 2022 school year. The evaluation of the Pilot is being undertaken by the Department of Education. Continuation of the Pilot will be considered following completion of the evaluation.

SQ144

Pre-schoolers in regional areas do not fit under the School Student Transport Scheme. What assistance is available for pre-school age children?

ANSWER

I am advised:

The Preschool Drive Subsidy Pilot targets children attending eligible participating preschools in remote and very remote preschools regional areas. Any decision to extend the Preschool Drive Subsidy to other regional locations will be considered as part of the evaluation of the Pilot.

SQ145

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?

ANSWER

I am advised:

Decisions on determining when a child is ready to travel independently are the responsibility of the child's parents or guardians.
Transport for NSW does not have formal assessment guidelines for independent travel readiness.
It is at the discretion of the bus operator whether they accept a child who is aged over 4 years of age on their service going to a preschool.

SQ146

Do students have to be toilet trained?

ANSWER

I am advised:

I refer to the response to Supplementary Question 145.

SQ147

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 143.

- a) As of 9 September 2022, there are currently 96 families participating in the Pre-School Drive Subsidy Pilot.

- b) For the Pilot, 91 preschools in remote and very remote NSW have been identified as eligible to participate. As the pilot is voluntary, to date 29 preschools have agreed to be part of the trial. Any family with a child attending one of these participating preschools would be eligible to apply.
- c) As of 9 September 2022, there are currently 116 children participating in the Pre-School Drive Subsidy Pilot.
- d) Of the 96 families currently participating in the Pre-School Drive Subsidy Pilot, there are 21 families that are receiving both the School Drive Subsidy and Pre-School Drive Subsidy.

SQ148

\$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?

ANSWER

I am advised:

Transport for NSW have leveraged our existing systems and processes for the Pre-School drive subsidy and the implementation and administration costs have been included as part of our normal asset maintenance and customer service provision.

SQ149

How much money has been spent in the Pre-School Drive Subsidy Pilot?

ANSWER

I am advised:

As the validation and attendance process is yet to be completed, this is unable to be calculated.

SQ150

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 |

ANSWER

I am advised:

Since rooftop signage was implemented, there have been no instances or reports of the rooftop without the appropriate signage.

- a) Motorists have the ability to request for the review of an offence and cases will be considered on an individual basis
- b) This question should be redirected to the Minister for Customer Service and Digital Government, Small Business and Fair Trading.

SQ151

How long before the closure of a service provider's last contract are they offered a new contract?

ANSWER

I am advised:

Transport for NSW receives funding from the Commonwealth Government for the Commonwealth Home Support Programme and is reliant on the Commonwealth to issue a formal Agreement. Upon receipt of the Agreement, Transport for NSW provides a new contract to the service provider as soon as practicable.

SQ152

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 151.

SQ153

What's the expectation for them to get drivers if they are given less than 3 weeks' notice of the continuation of their contract?

ANSWER

I am advised:

I refer to the response to Supplementary Question 151.

SQ154

Do you agree that it makes it very difficult for Community Transport Providers to maintain and secure staff with such short notice?

ANSWER

I am advised:

I refer to the response to Supplementary Question 151.

SQ155

How are you supporting the sector and managing growth in regional areas?

ANSWER

I am advised:

Transport for NSW is in the process of finalising the Commonwealth Home Support Programme and the Sector Support and Development procurement process for the 2022-23 financial year.

SQ156

There are a number of different contracts all finishing in 2024. Are there going to be significant cuts?

ANSWER

I am advised:

The current contracts between Transport for NSW and service providers will end on 30 June 2023. Transport for NSW is yet to be advised whether the Commonwealth intends to continue to contract, and if so, on what terms.

SQ157

Do you think providers should know beforehand?

ANSWER

I am advised:

Transport for NSW is unable to commit on either the funding or contract extension until a proposal to extend is received from the Commonwealth and a contract is finalised by both parties.

SQ158

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 151. Transport for NSW has undertaken to update the website. .

SQ159

How is TfNSW actively recruiting community transport providers?

ANSWER

I am advised:

Contracts for the provision of Community Transport have been in place between Transport for NSW and Community Transport Service Providers since 2016 and have been extended to align with the funding provided by the Commonwealth Government.

SQ160

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?

ANSWER

I am advised:

Fees are collected via the online booking system at the time of making a reservation. The fees are set to achieve a level of cost recovery for handling and cost of cardboard box where provided.

Capacity on regional services for additional or oversized luggage is limited by space and a lower frequency of services compared to metro and outer metro services. Fees are therefore set at a premium to achieve demand management.

SQ161

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 58.

SQ162

Details on the Transport for NSW website advise that the new XPLOER 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?

ANSWER

I am advised:

I refer to the response to Question on Notice 59.

SQ163

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 59.

SQ164

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?

ANSWER

I am advised:

The release of the Fast Rail Strategy is at the discretion of the NSW Government.

SQ165

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?

ANSWER

I am advised:

The NSW Government is still finalising the Fast Rail Strategy.

SQ166

An 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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 164.

SQ167

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?

ANSWER

I am advised:

As outlined in the Regional Transport Plan for the Illawarra-Shoalhaven, Transport for NSW has committed to investigating the completion of the Maldon Dombarton Line. .

SQ168

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?

ANSWER

I am advised:

Transport for NSW supports the movement of goods in a safe, sustainable and productive way and considers access in accordance with their obligations under the National Heavy Vehicle Law as Road Manager of the State Road network.

SQ169

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?

ANSWER

I am advised:

The NSW Government has ongoing engagement with the National Faster Rail Agency to discuss how the Australian Government could support the development and delivery of a Fast Rail Network.

The NSW Government has also committed \$500 million towards the first stage of Fast Rail on the Northern Corridor contingent on the Australian Government committing to their \$500 million election commitment in their October Budget.

SQ170

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?

ANSWER

I am advised:

This information is Cabinet-in-Confidence.

SQ171

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?

ANSWER

I am advised:

This information is Cabinet-in-Confidence.

SQ172

Has Train Completion Work (TCW) and testing commenced in Dubbo?
a) If not, why not?
i. When will it commence?

ANSWER

I am advised:

The timeline for the first train to arrive in Australia will be confirmed once the detailed design is completed.
Following the arrival of Regional Rail trains in Australia, completion work, including testing and commissioning, will be carried out at the new Mindyarra Maintenance Centre in Dubbo and on the NSW rail network.

SQ173

When will the first new regional trains be in service?

ANSWER

I am advised:

The timeline for the first train to arrive in Australia will be confirmed once the detailed design is completed.

SQ174

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?

ANSWER

I am advised:

It is part of the Regional Rail Project Deed requirement and Rolling Stock Specification that each new train must achieve a design life of at least 35 years.

SQ175

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?

ANSWER

I am advised:

The design process is still underway.

SQ176

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 be reduced?

ANSWER

I am advised:

I refer to the response to Supplementary Question 175.

SQ177

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 64.

SQ178

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 64.

SQ179

Will the Minister meet with the heritage trust operators of the train to seek a solution?

ANSWER

I am advised:

I refer to the response to Question on Notice 64.

SQ180

Is the Minister adverse to them using Broadmeadow Roundhouse?

ANSWER

I am advised:

I refer to the response to Question on Notice 64.

SQ181

When will the Transport Asset Custodian Platform (TACP) be completed?

ANSWER

I am advised:

The Transport for NSW consolidated asset register will be delivered in mid-2024.

SQ182

What stage is the project to implement the TACP up to?

ANSWER

I am advised:

The Program is in the evaluation phase.

SQ183

What input has the Minister for Regional Transport and Roads had in the design of the platform?

ANSWER

I am advised:

The Minister for Regional Transport and Roads has been consulted on the design of the platform.

SQ184

What agencies will have input into the TACP?

ANSWER

I am advised:

Transport for NSW cluster agencies including Sydney Metro, Sydney Trains and NSW Trains.

SQ185

What agencies will be able to gather information from the TACP?

ANSWER

I am advised:

Transport for NSW in the first instance as well as other NSW Government agencies, where permitted.

SQ186

What will the interaction with Rail industry Safety & Standards Board (RISSB) be?
a) Will there be duplication?

ANSWER

I am advised:

I refer to the response to Question on Notice 62.

SQ187

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?

ANSWER

I am advised:

I refer you to the response to Supplementary Question 117.

SQ188

Why did the NSW Government approve the Cuttagee Bridge under the program in March 2021?

ANSWER

I am advised:

I refer you to the response to Question on Notice 17.

SQ189

Why did the NSW Government withdraw funding for the Cuttagee Bridge under the program in May/June 2021, just two months later?

ANSWER

I am advised:

I refer you to the response to Question on Notice 17.

SQ190

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 17.

SQ191

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 17.

SQ192

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 17.

SQ193

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?

ANSWER

I am advised:

Transport for NSW has tried to assist Council in identifying alternative funding sources for Cuttagee Bridge, however as of yet, none have been identified. Transport for NSW continues to consult with Bega Valley Shire Council to advise of funding opportunities and potential sources of co-funding for major projects such as Cuttagee Bridge through various Australian Government departments. Council has not confirmed the intended scope of the replacement of the structure. Council has indicated there is a need for significant community consultation before the planning process of the bridge can commence. Transport for NSW is not able to confirm whether a submission has been made by Council for this road. The submissions are currently being evaluated by the Independent Panel for Road Reclassifications. The Independent Panel's final report is expected to be submitted to Government later in 2022.

SQ194

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

ANSWER

I am advised:

I refer you to the response to Supplementary Question 193.

SQ195

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

ANSWER

I am advised:

Transport for NSW has not been made aware of any issues relating to emergency services not being able to travel on some roads.

SQ196

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?

ANSWER

I am advised:

Transport for NSW has not been made aware of any issues relating to emergency services or bus contractors not being able to travel on some roads.

Buses that travel on rural roads only travel on pre-approved routes that the relevant local council has approved for heavy vehicle use. Long term route diversions are agreed by Transport for NSW and the contractor.

SQ197

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 36.

SQ198

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 36 and Supplementary Question 51.

SQ199

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

ANSWER

I am advised:

Between August 2021 and August 2022, a total of 20 school routes state-wide were affected by flood related road damage.

SQ200

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?

ANSWER

I am advised:

Where priority weeds (formerly referred to as noxious weeds) are identified, Transport for NSW applies the controls recommended by the respective Regional Strategic Weed Management Plan, developed by NSW Local Land Services.

SQ201

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?

ANSWER

I am advised:

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

SQ202

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?

ANSWER

I am advised:

Patronage is reported monthly, however due to robust data validation processes between Transport for NSW and operators, final patronage figures may not be available until a few weeks after the end of a reporting month.

All contract codes are publicly available through the Transport for NSW open data hub and includes both inactive and active services.

SQ203

What is the name of and number of services that have been disestablished in this portfolio?

ANSWER

I am advised:

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

SQ204

What is the total patronage of the on-demand services?
(a) By region
(b) By service routes?

ANSWER

I am advised:

This information is publicly available through the Transport for NSW open data hub.

SQ205

What is the cost of the on-demand services, since their start to the 30 June 2019?
(a) By region
(b) By service routes?

ANSWER

I am advised:

This information is commercial in confidence and cannot be disclosed.

SQ206

What strategies are in place to assist the recruitment of bus drivers to regional New South Wales?

ANSWER

I am advised:

Under the contracts between Transport for NSW and Rural and Regional bus operators, it is the operator's responsibility to employ bus drivers, including any attraction and retention initiatives.

SQ207

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?

ANSWER

I am advised:

The NSW Government along with Transport for NSW are working with our local bus operators to assist in providing additional support to reduce the effect on our bus customers.

A new Enterprise Bargaining Agreement has been agreed, which is expected to deliver benefits to drivers and make it more attractive for people to enter the industry.

SQ208

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 63.

SQ209

What initiatives is the Government using to train heavy vehicle drivers for freight and passenger transport?

ANSWER

I am advised:

This is a matter for the Minister for Skills and Tertiary Education.

SQ210

The Minister previously advised local MPs that the Government is not responsible for bus driver shortages, does the Minister stand by that statement?

ANSWER

I am advised:

I refer to the response to Supplementary Question 206.

SQ211

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 206.

SQ212

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)?

ANSWER

I am advised:

I refer to the response to Question on Notice 66.

SQ213

Is this disadvantaging people in regional areas of those electorates who are travelling across electorates?

ANSWER

I am advised:

This program is designed to improve kerbside passenger transport infrastructure in areas serviced by Rural & Regional Bus Contract operators. This program does not have an effect on the transport services that commuters use in these areas

SQ214

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?

ANSWER

I am advised:

The Country Passenger Transport Infrastructure Grants Scheme is a subsidy that represents Transport for NSW's financial contribution towards improving the accessibility and quality of kerbside passenger transport infrastructure in regional NSW.

SQ215

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?

ANSWER

I am advised:

This is a matter for Central Coast Council.

SQ216

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?

ANSWER

I am advised:

I refer you to the response to Question on Notice 66.

SQ217

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"?

ANSWER

I am advised:

The new design meets all of the accessibility requirements for station upgrades and in fact, provides a more direct and equitable access for all customers to the lift, stairs, and underpass, as well as improved accessibility to the bus stop.

SQ218

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?

ANSWER

I am advised:

Customers with a disability, limited mobility, luggage or prams can call 1800 775 465 at any time to arrange access from one side of the station to the other. Transport for NSW is providing this service until the new accessible lifts are open and will provide either taxi vouchers or a traffic controller to meet the person at the stairs to assist them to negotiate access.

Onsite project workers and traffic controllers have also been briefed to assist those customers who need help with moving from one side of the rail corridor to the other during the day.

SQ219

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 218.

SQ220

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?

ANSWER

I am advised:

This new design provides a more direct and equitable access for all customers to the lift, stairs, and underpass, as well as improved accessibility to the bus stop. The providers of lift services for the project indicate lifts across the network are fully functional more than 99 per cent of the time. In the unlikely event that a lift breaks down, a digital notification is sent to the service contractor to advise of the issue so they can initiate repairs generally within 1 hour of receiving the notification.

SQ221

Why did the Government deviate from the original designs?

ANSWER

I am advised:

The new design provides a more direct and equitable access for all customers to the lift, stairs, and underpass, as well as improved accessibility to the bus stop.

The ramp that was displayed as part of the review of environmental factors added up to 40 metres to the cross-corridor journey and up to 60 metres from platform to platform.

Transport for NSW concluded that the revised design best meets the project objectives to make the station and train more accessible for public transport users, while still maintaining cross-corridor access for the local community via the new lifts and upgraded underpass entries.

SQ222

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?

ANSWER

I am advised:

No.
(a) It is the responsibility of Transport for NSW.
(b) My office was first informed on 6 July 2022.

SQ223

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?

ANSWER

I am advised:

Transport for NSW regularly consults with peak disability and ageing organisations through the Accessible Transport Advisory Committee and assures the community that the new design meets all accessibility requirements for station upgrades. The final design provides better and more direct access for all customers to the lift, stairs, station platform and underpass, as well as improved accessibility to the bus stop. The design provides the shortest travel distance from one side of the station to the other. It is also a safer solution for access to the underpass, as the existing ramps were not compliant with the relevant standards.
(a) By November 2022.
(b) \$20.7 million.
(c) The project is on track to be delivered within the approved budget.

SQ224

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

ANSWER

I am advised:

From time to time projects may deviate from original designs, often to achieve better outcomes for commuters and communities.

SQ225

What have been the quantum of the additional costs?

ANSWER

I am advised:

The project remains on budget.

SQ226

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?

ANSWER

I am advised:

Customers with a disability, limited mobility, luggage or prams can call 1800 775 465 at any time to arrange access from one side of the station to the other. The project team will organise either transport via taxi, or a traffic controller to meet them at the stairs to help negotiate access.

SQ227

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?

ANSWER

I am advised:

To date, one person has used the free accessible taxi service on offer.

SQ228

How many train stations in NSW are fully accessible?

ANSWER

I am advised:

Of the 373 train stations across the Intercity, Regional, Sydney Metro and Sydney Trains network, 249 are fully accessible, 54 offer assisted access and 70 are yet to be upgraded.

SQ229

How many train stations in NSW are not fully accessible?
(a) When will these stations be upgraded?

ANSWER

I am advised:

I refer to the response to Supplementary Question 228.
(a) All non-accessible stations will continue to be considered as a future project as part of the Transport Access Program.

SQ230

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

ANSWER

I am advised:

The Testers Hollow project is expected to open to traffic by late 2022, with final completion and site demobilisation occurring in early 2023, weather permitting.

SQ231

How much has been spent on the project to date?

ANSWER

I am advised:

The project is on track to be delivered within budget.

SQ232

What damage was sustained in the recent flood event?

ANSWER

I am advised:

The recent flood event inundated the earthworks embankment that was being constructed to support the new road. This caused erosion of the edges of the embankment and the culvert outlets. When completed, the road will have scour protection measures which will prevent this type of damage.

SQ233

What additional cost has this caused?

ANSWER

I am advised:

The costs associated due to flood and rectification works are still being assessed.

SQ234

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

(a) What are they?

ANSWER

I am advised:

Cessnock Road at Testers Hollow has resilience against a 1-in-2-year flood. The proposed upgrade involves building a new two-lane road about 1.5 metres higher than the existing Cessnock Road, and increasing resilience up to a 1-in-20-year flood.

SQ235

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

ANSWER

I am advised:

\$3 million has been allocated in 2022-23 financial year for works to repair and strengthen the bridge.

SQ236

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

ANSWER

I am advised:

Plans for a new bridge were put on hold after release of the Timber Truss Heritage Conservation Strategy in 2019.

A decision was made to retain the State Heritage Listed Tooleybuc Bridge and the focus shifted to strengthening and restoring the existing bridge and retaining its heritage significance while catering for modern traffic requirements.

SQ237

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

ANSWER

I am advised:

Corridor strategies such as the NSW Draft Waterfall Way Corridor Strategy are considered as internal Transport for NSW planning documents, and are not generally progressed to a published, final document.

SQ238

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?

ANSWER

I am advised:

The report was released to the community on 19 September 2022.

SQ239

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?

ANSWER

I am advised:

Transport for NSW met with the Co-Design committee on 14 September 2022 to finalise the Co-Design report.

Consultation with the broader community will be held in October 2022, where the community will be invited to provide feedback on values and priorities which will inform future long-term planning of the Princes Highway south of the bypass.

SQ240

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

ANSWER

I am advised:

Following significant consultation and investigation, on 19 September 2022 it was confirmed that the \$940 million bypass will connect back to the Princes Highway with a roundabout just north of Canberra Crescent, Burrill Lake.

SQ241

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?

ANSWER

I am advised:

The primary focus of Transport for NSW is making the Gobbagombalin Bridge safe and fit for purpose. Analysis completed by Transport for NSW indicates a duplication of the bridge is not necessary at this time and the focus is on making the current bridge safe.

SQ242

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

ANSWER

I am advised:

This is a matter for the Minister for Planning.

SQ243

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

(a) If so, how much?

ANSWER

I am advised:

I refer to the response to Supplementary Question 241.

SQ244

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?

ANSWER

I am advised:

Transport for NSW is planning to improve safety and traffic efficiency with the use of traffic lights at the Olympic Highway intersections at Old Narrandera Road and Travers Street - located at either end of the Gobbagombalin Bridge.

SQ245

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

ANSWER

I am advised:

2 August 2022.

SQ246

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?

ANSWER

I am advised:

There are no restrictions on journalists putting forward media enquiries to the Minister.

SQ247

What funding has been allocated to the review, or any items in the Wagga transport plan?

ANSWER

I am advised:

The Plan comprises 21 initiatives for completion within the next five years – of these, Transport for NSW will lead nine, with one initiative already in planning – the upgrade of the Edward and Murray Streets intersection with traffic signals – and eight initiatives to be investigated.

Transport for NSW will seek any additional funding required for the eight initiatives for investigation following the completion of the recommended investigations.

SQ248

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?

ANSWER

I am advised:

No.

SQ249

On August 17, Minister Faraway 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”?

ANSWER

I am advised:

Transport for NSW is working to deliver improved heavy vehicle rest-stopping facilities across the State Road network, and is investigating opportunities for improvements to formal and informal rest stops, including:

- new rest stop facilities for heavy vehicles
- improvements to existing rest stop facilities for heavy vehicles, including innovative high-productivity vehicles
- improved maintenance of rest stop facilities
- better wayfinding (signage and maps) for heavy vehicle rest stops
- stakeholder engagement to ensure industry informs prioritisation, development, and delivery of improvements.

SQ250

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?

ANSWER

I am advised:

Improving the number and quality of heavy vehicle rest stops is a priority for the road freight industry and Transport for NSW.

Transport for NSW is working to deliver improved heavy vehicle rest-stopping opportunities across the State Road network. The Heavy Vehicle Rest Stop Implementation Plan identifies opportunities for improvements to formal and informal rest stops.

Transport for NSW will engage with key road freight stakeholders in October 2022 to review and validate proposed initiatives and actions of the plan.

SQ251

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?

ANSWER

I am advised:

- a) Administration costs were minimal for the online survey and were managed within internal operating costs.
- b) The online survey was undertaken with the heavy vehicle industry via a survey platform, Bang the Table, included an interactive feedback map. The engagement period took place between September 2021 and April 2022.

During the survey period, 440 submissions from 429 respondents were received and 95 responses were received via the interactive map.

(i) Transport for NSW is actively investigating and undertaking improvements to be implemented during 2022 and 2023.

Site improvements have been completed at Willy Wally rest area (safety barriers) and Cassilis Park rest area (footpaths, shelters, and pavement upgrades) on the Golden Highway east of Dunedoo.

Work has also commenced on a further two projects at Westwood on the Golden Highway east of Merriwa and Bundjalung on the Pacific Highway north of Grafton.

SQ252

Minister Sam Faraway 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?

ANSWER

I am advised:

Transport for NSW is working with key road freight stakeholders to deliver improved heavy vehicle rest-stopping facilities across the State Road network, and is investigating opportunities for improvements to formal and informal rest stops, including:

- new rest stop facilities for heavy vehicles
- improvements to existing rest stop facilities for heavy vehicles, including innovative high-productivity vehicles
- improved maintenance of rest stop facilities
- better wayfinding (signage and maps) for heavy vehicle rest stops
- stakeholder engagement to ensure industry informs prioritisation, development, and delivery of improvements.

The Heavy Vehicle Rest Stop Quick Wins program is a \$10 million State funded package of small-scale, localised works to improve the quality of heavy vehicle rest areas across NSW during 2022 and 2023.

Transport for NSW has also entered into commercial partnerships with industry to develop Highway Service Centres on Government-owned land. As part of the contractual agreement, the proponent must fulfil service requirements including a minimum number of heavy vehicle parking bays and shower and toilet amenities at the Service Centres.

SQ253

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 252.

SQ254

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

ANSWER

I am advised:

Transport for NSW directly engages with heavy vehicle operators and peak bodies. This includes participation in regular events such as tri-yearly forums with NatRoad, Road Freight NSW and Livestock Bulk and Rural Carriers Association, Crane Industry Council of Australia and NSW Farmers. Individual heavy vehicle operators are also engaged to ensure a broad range of views are taken into account during policy and project development relating to rest stopping needs.

SQ255

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?

ANSWER

I am advised:

This is a matter for the Minister for Metropolitan Roads.

SQ256

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?

ANSWER

I am advised:

An upgrade of the existing Truck Marshalling Area is in development, with plans to upgrade to a smart Marshalling Area, which will enable the efficient use of available capacity.

Transport for NSW will continue to monitor the capacity and demand of the existing Marshalling Area to inform the appropriate timing for investment in a second Marshalling Area, giving consideration to acquisition, construction and operational costs.

SQ257

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

ANSWER

I am advised:

I refer to the responses to Supplementary Questions 206 and 209.

Transport for NSW also engages regularly with freight industry associations and stakeholders and is aware of the impact of heavy vehicle driver shortages.

SQ258

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

ANSWER

I am advised:

This is a matter for the Minister for Skills and Tertiary Education.

SQ259

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

ANSWER

I am advised:

This is a matter for the Minister for Skills and Tertiary Education.

SQ260

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?

ANSWER

I am advised:

Transport for NSW has worked with SafeWork NSW on a variety of safety initiatives, including the 'Slow Down, Road Workers Around' campaign and the Joint Taskforce on Food Delivery Rider Safety. Insights show that the outputs of these initiatives are having a positive impact for vulnerable road users.

As part of an Enforceable Undertaking on roadside worker safety, Transport for NSW worked with SafeWork NSW in the development of the roadside worker campaign 'Slow Down, Road Workers Around'. The campaign involved real roadside workers and aims to increase safety by reminding drivers to slow down and look out for road workers. The campaign is having a positive effect on shifting driver attitudes towards roadside worker safety.

Transport for NSW also worked closely with SafeWork NSW and other stakeholders to implement all relevant actions to improve safety for Food Delivery Riders.

As part of the response, Transport for NSW developed a suite of content, including various fact sheets and social media posts, to increase awareness of safe riding practices among food delivery riders.

The SafeWork NSW Year in Review, notes that incident trends have fallen by almost half from 1 April 2021 to March 2022.

SQ261

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

ANSWER

I am advised:

Agencies within the Transport and Infrastructure Cluster disclose in their Annual Report all consultancy engagements valued at more than \$50,000. All other third-party contractor engagements, where the value is in excess of \$150,000 are disclosed in accordance with the *Government Information (Public Access) Act 2009* on the NSW eTenders website.

SQ262

What was the original budgeted cost of the upgrade to Point Clare Station when announced?

ANSWER

I am advised:

\$20.7 million.

SQ263

How much has been spent to date on the upgrade to Point Clare Station?

ANSWER

I am advised:

The project is on track to be delivered within budget.

SQ264

What is the current estimated cost of the upgrade to Point Clare Station once completed?

ANSWER

I am advised:

I refer to the response to Supplementary Question 263.

SQ265

Why was the decision made to remove the accessibility ramp on the Brisbane Water Drive side of the Station?

ANSWER

I am advised:

The existing ramps leading to the underpass from both the Kurrawa Avenue and Brisbane Water Drive side of the station were removed as they were not compliant with the *Disability Discrimination Act 1992 (Cth)*, in particular the *Disability Standards for Accessible Public Transport 2002 (Cth)* as well as the Building Code of Australia and current Australian Standards.

SQ266

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?

ANSWER

I am advised:

I refer to the response to Supplementary Question 265.

SQ267

How many calls has the 1800 775 465 number received regarding the Point Clare Station upgrade?

ANSWER

I am advised:

Three.

SQ268

How many emails has projects@transport.nsw.gov.au received regarding the Point Clare Station upgrade?

ANSWER

I am advised:

13.

SQ269

How many calls has your office received regarding the Point Clare Station upgrade?

ANSWER

I am advised:

This information is not recorded.

SQ270

How many emails has your office received regarding the Point Clare Station upgrade?

ANSWER

I am advised:

Three

SQ271

How many rides have been provided using free shuttle buses service during the construction of the upgrade to Point Clare Station?

ANSWER

I am advised:

The shuttle bus service operates when the underpass is completely closed to allow construction works to be carried out.

On average, 60 people use the service during weekdays. Of these, most are school children moving from one side of the station to the other during morning and afternoon peaks. On weekends, an average of 20 people use the service per day.

SQ272

What is the total cost to date of this free shuttle bus service?

ANSWER

I am advised:

To date, the cost of the shuttle bus is just under \$45,000.

SQ273

Is this free shuttle bus accessible for wheelchairs and mobility scooters?

ANSWER

I am advised:

Yes

SQ274

How many rides have been provided using taxi services during the construction of the upgrade to Point Clare Station?

ANSWER

I am advised:

To date, one resident has used the free accessible taxi service on offer, travelling on two separate occasions.

SQ275

When was Point Clare Accessibility Upgrade video produced?

ANSWER

I am advised:

In July 2022 to visually demonstrate the cross-corridor and cross-platform journey for the final station design.

SQ276

Was this produced using internal staff from Transport for NSW?

ANSWER

I am advised:

No. Transport for NSW engaged Creative Pipeline to produce the video.

SQ277

How much did the Point Clare Accessibility Upgrade video cost?

ANSWER

I am advised:

\$7,000.

SQ278

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?

ANSWER

I am advised:

A person in a wheelchair will need to take a lift when moving between street level and the underpass from both Brisbane Water Drive or Kurrawa Avenue.

SQ279

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?

ANSWER

I am advised:

I refer to the response to Question on Notice 33.