

BUDGET ESTIMATES 2023-2024

PORTFOLIO COMMITTEE NO. 6 – TRANSPORT AND THE ARTS

Minister Graham

Special Minister of State, Roads, Arts, Music and the Night-
Time Economy, and Jobs and Tourism

Thursday 9 November 2023

Macquarie Room, Parliament House, Sydney

Responses to Questions taken on Notice

Question p10

The Hon. MARK BANASIAK: Yes, I drive it daily. It sounds like some work has already been done in this space to try and understand what you're grappling with. You would have looked at modelling in terms of where the traffic has been pushed from when you originally extended Memorial Drive. When you extended Memorial Drive the first time up to Bulli, all you did was move the bottleneck on the Princes Highway two kilometres. Are you concerned that by extending it further you're only moving the bottleneck perhaps another one, one-and-a-half kilometres down the road? Are we literally kicking the can down the road?

JOSH MURRAY: I would say that detailed survey data was done in May and June of this year to examine the performance of that part of the roadway and also the impact of the previous works. My colleague Ms Drover is at the end of the table; I wonder if she may have anything additional on the project.

The Hon. MARK BANASIAK: Is that data publicly available in terms of that survey work that you did?

JOSH MURRAY: That's the early planning data for the next stage of the project. I'm not sure it would be publicly available yet, but I'm happy to take that on notice.

Answer

I am advised:

Modelling work for the Bulli Bypass project is still in the early stages. The data collected from May and June this year will feed into a modelling report. The completion date for the modelling is yet to be determined and will depend on the number of options tested and the outcomes of traffic modelling.

Question p12

The Hon. MARK BANASIAK: In the 10 seconds I have left, there was some serious work done on Mount Ousley Road and it still seems to be ongoing midway up there due to the recent heavy rains. Do we have an update as to when that will be completed? It's still barricaded and still causing confusion for drivers coming down Mount Ousley Road. Do you have an update as to when that will be fully cleared and free to use?

CAMILLA DROVER: I'll take that on notice because I think that's being delivered by our Regional and Outer Metropolitan colleagues, but I can come back to you later today.

Suggested answer

I am advised:

Transport for NSW has restored Mount Ousley Road after completing an extensive program of works to repair damage caused during last year's record-breaking rainfall. The final stage of work, which involved repairing the damaged road pavement, roadside barriers and gutter, has been completed after a five-week program of works.

Work completed in February this year to install a series of drainage pipes will help make Mount Ousley Road more resilient to future severe weather events.

Question p17-18

assistance of Professor Allan Fels, a tough customer, who is assisting the Government. I'm grateful for the work of the Transport and Treasury officials doing this modelling. I'm grateful for the fact we've got better data than we've ever had as we approach this.

The Hon. NATALIE WARD: Let's go there.

The Hon. JOHN GRAHAM: I don't want to diminish your questions, but this is serious relief, serious reform.

The Hon. NATALIE WARD: And it's a serious matter—

The Hon. JOHN GRAHAM: Of course it's complex and we'll update the public—

The Hon. NATALIE WARD: —which was your landmark policy. I'll move on to Allan Fels. How much has Mr Fels been paid to conduct this review?

The Hon. JOHN GRAHAM: That information is on the public record.

The Hon. NATALIE WARD: I'm asking you now.

The Hon. JOHN GRAHAM: You can speak to the officials about it. But it is a significant amount.

The Hon. NATALIE WARD: How much is Mr Fels being paid to conduct the review, Minister?

The Hon. JOHN GRAHAM: I'll take that on notice but it's already public.

The Hon. NATALIE WARD: It's a lot, isn't it? You don't know the number now?

The Hon. JOHN GRAHAM: I'm taking the number on notice.

Suggested answer

I am advised:

This information is publicly available on the eTendering website [eTendering - Contract Award Notice Detail View - 00211458 \(nsw.gov.au\)](#).

QUESTION (p20)

The Hon. MARK BANASIAK: They were selling sexual-based items out of the souvenir shop.

The Hon. JOHN GRAHAM: Yes, and you've made the point strongly. It's up to the Government, in my view, to set the direction for the institution more broadly, and the Government certainly takes that seriously. That hasn't always been popular with all the groups around the Powerhouse, but part of the problem here is this has been an eight-year roller-coaster ride where the community, including the workforce, including the management, including the local community, including the broader arts community, has had very different views about the future of this institution. I want to recognise the fact that you and your colleague have really led some of the arguments about this. It's going to take some time to stitch back a vision for what this institution should be, and we'll step through that carefully. But I want to be very clear: It's about a science and technology museum.

The Hon. MARK BANASIAK: If you want to stitch up a vision I think you've got to have the right people in the positions, and clearly you don't because the former CEO was running rave parties and this CEO is running these sorts of exhibits and essentially a sex shop out of the souvenir shop. Perhaps, on notice – I know you don't intervene in actually exhibits, but was there an ID check for visitors going into this section of the exhibit, or were we wilfully exposing potentially children to what is adult material? Regardless of what denomination of sexual preference you are, this is adult material. Was there an ID check that allowed this exhibit to go ahead but with appropriate supervisory provisions in place?

The Hon. JOHN GRAHAM: Yes, I think that's a sensible question. I'm happy to check the arrangements that were in place for this exhibition.

ANSWER

All exhibitions are developed and delivered by Powerhouse curators to exhibit the Powerhouse collection and meet all requirements for classification and access.

Absolutely Queer is not marketed to children and at entrances to the exhibition, content information exists to assist visitors including parents with children navigating the museum. Additionally, the exhibition is excluded from school visits.

QUESTION (p20-21)

The Hon. MARK BANASIAK: Can I just go more to the Powerhouse project itself. Is the capital cost of the Powerhouse Parramatta project expected to exceed its original budget?

The Hon. JOHN GRAHAM: I might ask one of our officials to answer that. Ms Pitman?

ANNETTE PITMAN: The Powerhouse Parramatta project is on budget.

The Hon. MARK BANASIAK: What is that budget?

ANNETTE PITMAN: The budget for Powerhouse Parramatta is — the cost to Government is \$840 million, and that includes the work that we're doing developing a new building at Castle Hill for storage.

The Hon. MARK BANASIAK: So that includes the Castle Hill project as well?

ANNETTE PITMAN: Correct.

The Hon. MARK BANASIAK: Is there a breakdown between the two, in terms of how much of it's going towards Parramatta versus Castle Hill?

ANNETTE PITMAN: Bear with me for one minute.

The Hon. JOHN GRAHAM: Let's get that for you. One of the things I have done as Minister is go out to the site of Parramatta. It is going to be a spectacular institution in Western Sydney. I'm really pleased with that.

The Hon. MARK BANASIAK: You could have paddled your kayak to it just recently.

The Hon. JOHN GRAHAM: The timing of the budget is an important question, but I've been really encouraged with the progress. Ms Pitman?

ANNETTE PITMAN: The Castle Hill project, the new building, Building J in Castle Hill, the budget for that is \$44 million, which comprises part of the \$840 million which I just described.

The Hon. MARK BANASIAK: Where are up we to with that project? My understanding is that the occupation certificate might be delayed.

ANNETTE PITMAN: Powerhouse Castle Hill, Building J — the building is complete. In the course of the final commissioning for the building, it became clear that there needed to be an upgrade for the whole main campus to the feeder that feeds the sprinkler system for the entire campus at Castle Hill. That work is being undertaken.

The Hon. MARK BANASIAK: Is that part of that \$44 million or is that separate?

ANNETTE PITMAN: I would have to take that on notice. We have used contingencies for that, yes.

ANSWER

The cost for the fire system upgrades is included within the existing \$44 million project budget.

Question p23

The CHAIR: Will the Government filter the exhaust stacks at Rozelle Parklands and at the Iron Cove Bridge?

The Hon. JOHN GRAHAM: We've been clear about what the next step here is, which is we would like a review conducted into this issue. There has been serious work conducted before by the chief scientist.

The CHAIR: Yes. What does a review mean? This is very clear and, as you know, has been a strong

community campaign for a long time. The local community do want these exhaust stacks filtered. There has been enough evidence, enough research that they need to be. Why do you need to undertake a review to get to a position, which ideally should be that your Government should filter the stacks?

The Hon. JOHN GRAHAM: I certainly accept the community concern. I don't accept that the evidence is clear-cut. That serious work by the chief scientist earlier showed there is some complexity here and that, in fact, that complex issue about air quality—we've learnt so much more about it over COVID—is not a simple thing. In fact, there will be pockets where this improves as a result of more efficient vehicle use. I know there's community—

The CHAIR: Just finally, what's the time line for that review you just mentioned? When is it commencing? What is that about?

The Hon. JOHN GRAHAM: I will have to either take that on notice or you're welcome to ask the officials today.

Suggested answer

The Rozelle Interchange's tunnel ventilation has world recognised accreditation, which has the highest of standards and requirements to keep workforces and our local communities safe, and the environment protected.

The Office of the NSW Chief Scientist & Engineer is currently reviewing the air quality associated with major underground motorways. Once complete, the outcome of this review will be made public.

Information concerning ongoing air quality community consultation via the Air Quality Community Consultative Committee is available on Rozelle Parklands website

<https://www.westconnex.com.au/roads-projects/m4-m8-link-rozelle-interchange/rozelle-interchange-air-quality/>.

Transport for NSW's air quality portal: [HYPERLINK "https://caportal.com.au/rms/air-quality"](https://caportal.com.au/rms/air-quality)
<https://caportal.com.au/rms/air-quality>

Real-time air quality data from the stations is available online:
<https://airodis.ecotech.com.au/westconnex3b/index.html>

Question p24

The CHAIR: Minister, what was the cost of the recent community tunnel tour—I think it was somewhere in the Rozelle interchange—that saw members of the public, as I understand, invited to take a short bus ride into the new tunnels, walk about 50 metres into the tunnel and take a photograph of themselves holding a sign which, I understand, says, "I am a community tunnel VIP"? What was the cost of that?

The Hon. JOHN GRAHAM: I don't know the cost of that individual exercise. You'd be welcome to—

The CHAIR: If you could take that on notice.

The Hon. JOHN GRAHAM: Yes, I'm certainly happy to.

Suggested answer

I am advised

2,000 community members attended the Rozelle Interchange community tunnel experience.

The cost of the tunnel tour is included in the overall project cost.

QUESTION (page 29-30)

The Hon. DAMIEN TUDEHOPE: Who authorised Kieren Ash to offer Leichhardt Public School P&C \$20,000 of taxpayers' money during the election campaign?

The Hon. JOHN GRAHAM: Well, I don't — I'm not sure. Can you repeat the question? Who authorised him?

The Hon. DAMIEN TUDEHOPE: Who authorised Kieren Ash to offer Leichhardt Public School P&C \$20,000 of taxpayers' money —

The Hon. ANTHONY D'ADAM: I'm going to have to take a point of order again.

The Hon. NATALIE WARD: No. Stop running cover.

The Hon. ANTHONY D'ADAM: This is a question — this does not relate to the Minister's portfolio of responsibilities.

The Hon. NATALIE WARD: It absolutely does.

The Hon. SARAH MITCHELL: It does. He's in charge of this grant program.

The Hon. NATALIE WARD: Stop running cover.

The Hon. ANTHONY D'ADAM: It does not.

The CHAIR: Order! If we could just stop the interjections.

The Hon. ANTHONY D'ADAM: This is conduct before the Minister was a Minister of the Crown.

The Hon. NATALIE WARD: He's answering it.

The CHAIR: I have heard the point of order. Again, budget estimates questions range right across. That always has been the case. I won't uphold it. Continue, Mr Tudehope.

The Hon. JOHN GRAHAM: I can't shed a lot of light on who authorised Mr Ash.

The Hon. DAMIEN TUDEHOPE: Well, are you aware what role Mr Ash played in the nomination of the seven projects in Balmain, which are slated to receive \$250,000 in taxpayers' money?

The Hon. JOHN GRAHAM: Look, as far as I am aware — and I am happy to check now or for you to ask officials afterwards — those projects haven't come to me, so I haven't seen the paperwork or approved those grants.

The Hon. DAMIEN TUDEHOPE: In relation to that, of course, he was employed as a DLO in the office of the lead Minister for the Transport portfolio. Did Mr Ash speak, to the best of your knowledge, to anyone in your office about the Local Small Commitments Allocation program?

The Hon. JOHN GRAHAM: I don't believe so. One of the reasons I have some confidence about that is, as part of the guidelines — as you would be aware because I tabled them in the Parliament shortly after they were approved — I am keeping a register of any interactions I have as I approve these of people who might express a view to me or to my office that might be relevant to the

decision.

The Hon. DAMIEN TUDEHOPE: Can you come back to us? Have you checked with your staff in relation to that, or can you check with your staff and take that on notice?

The Hon. JOHN GRAHAM: I am certainly happy to double-check for you. I would be happy to take that on notice is perhaps the best way to answer your question.

ANSWER

I am advised no one in my office spoke to the DLO referred to about the Local Small Commitment Allocation program.

Question p33

Ms ABIGAIL BOYD: Let's move on to something in your portfolio but before your time. Hopefully we're on happier ground. I just wanted to talk about the Transurban unsolicited bid in relation to the M7 to M12 stage two. I understand that Transurban put in an unsolicited bid for that I think maybe in 2021—around then 2021/2022. It was reported on in 2022. I'm looking at an eTendering record that shows that PricewaterhouseCoopers won the contract to be the financial adviser in relation to assessing that unsolicited proposal for the Government. **It was estimated originally at half a million dollars for PwC. It ends up being amended to \$1.5 million in order to get PwC to assess the quality of that unsolicited proposal from Transurban. Has this issue come to your attention at all already?**

The Hon. JOHN GRAHAM: I am aware of the general issue. Certainly the decision was made prior to us being in government. **I wasn't aware that PwC was part of the assessment process or the arrangements around the contract.**

Ms ABIGAIL BOYD: Let me tell you. PwC have been Transurban's auditors for a very long time. In addition to Transurban's auditors, they have also provided consulting work to Transurban for a very long time, including for the period in which they were creating this unsolicited bid. **Can I ask you to go and look back on the records and see if you have any concerns, knowing what we now know about consultants, on the conflict of interest of a company advising, auditing, consulting for Transurban and then being appointed to assess Transurban's unsolicited bid for a major piece of road infrastructure?**

The Hon. JOHN GRAHAM: I'm certainly happy to do so. I'll just make a couple of comments in agreeing to that. Firstly, I want to recognise the work that has been done at a Federal level but also by this Parliament in dealing with some of these questions, and your particular role. I do want to recognise that. Secondly, I am certainly happy to have this issue looked at and any information you want to supply. I'm happy to. The third point is I don't make a judgement on the face of it because there are sometimes protections in place within these firms.

Answer

I am advised:

PwC was the Financial Advisor and the Economics Tax & Accounting Advisor for Stages 2 and 3 of the M7-M12 Integration Unsolicited Proposal process. PwC's scope was varied to increase their scope to

include Stage 3 of the unsolicited proposal process following a Government decision to progress the proposal from Stage 2.

During the tender phase, the contractor disclosed that they were the external auditor for Transurban and the tax advisor for WSO Co. They proposed and implemented 'ethical walls' to avoid any situations that could be interpreted as an actual or perceived conflict of interest. This approach was consistent to other engagements they had with the NSW Government. This approach is consistent with other engagements with the NSW Government.

PwC committed to monitor the situation during the course of the engagement. As part of this, they undertook to identify any actual or perceived conflicts of interest and immediately bring them to Transport for NSW's attention to agree upon appropriate mitigation actions. Further, all PwC team members were required to sign a Confidentiality Deed Poll in the form.

QUESTION (page 35-37)

The Hon. SARAH MITCHELL: Minister, going back to the example I was giving you in relation to the Camden Musical Society under the Local Small Commitments Allocation, can you provide advice as to what probity checks or conflict of interest process you, as the decision-maker, will put in place given a member of that MP's immediate family is involved in that society?

The Hon. JOHN GRAHAM: Yes. It's a good example where something has been drawn to attention. I would expect that the agency will perform those checks before the paperwork comes up to me, and it hasn't yet —

The Hon. SARAH MITCHELL: With respect, Minister —

The Hon. JOHN GRAHAM: Sorry, Ms Mitchell, I am actually answering the question. I want to come to your question very specifically if you'll let me. I would expect that before I even receive the paperwork the agency may well have performed those checks. However, in addition, I would certainly request that, given the issue has been raised, and I invite members to raise any other.

The Hon. SARAH MITCHELL: With respect, Minister, you're not answering my question. Earlier evidence that was given by some of the Premier's Department officials was that they didn't look at any of those personal conflicts of interest through their process. They got a list from the Premier's office and they're just checking that the projects stack up in terms of value for the community and what they'll provide. I would like you to detail how you will look at those conflicts of interest. What are you going to do? What is the process? How will that be consistently applied where members raise concern?

The Hon. JOHN GRAHAM: I can tell you what I've already done, which is perhaps one way to answer it, which is if I've got any concerns or if members have raised issues, I have requested a conflict of interest and sent things back prior to approval. I'll continue to do that. In addition, where issues have been raised publicly, I do think it's reasonable for the agency to provide some conflict of interest information if it can be made available, and my expectation is that should occur.

The Hon. SARAH MITCHELL: I'll give you another example. Dubbo Regional Council was allocated — it was never publicly announced prior to the election, so I'll just be clear on that — \$396,000 for the Regand Park upgrade. That was made by the Labor candidate Josh Black, who is a councillor on Dubbo council. I believe he's also a staff member to one of your Labor colleagues. What will be the probity that will be put in place there? When council actually discussed this project, the minutes show very clearly that Councillor Black removed himself from the discussion because of a significant conflict of interest. What will you apply to this particular project in your

assessment as the decision-maker?

The Hon. JOHN GRAHAM: Firstly, I don't believe this has come to me, but happy to check with the agency officials and I'm happy to be corrected if I've got that wrong. However, the issue has been publicly raised. I would certainly request further conflict of interest information. I would expect that that will already occur via the agency, and I've asked for that to occur. It is just a commonsense proposition that, if members are raising issues in the Parliament, I'd expect advice, as a decision-maker, to be supplied to me. If it wasn't there, I'll request it, but I'd expect — it's just a commonsense proposition — that the agency might already do that, and I've asked for that to be the case.

The Hon. SARAH MITCHELL: These are two examples that I'm raising. I suspect there'll be hundreds of projects that will be funded. Are you saying that the process will have to rely on a member of the public or an MP raising concerns about a project with you in order for you to have this extra layer of accountability around conflicts of interest? If you went out on Macquarie Street and asked people right now about the two examples that I am referring to and the fact, particularly in Dubbo, that someone who was not elected to this place, did not come within a bull's roar of being elected to Parliament, has allocated \$396,000 to a council of which they're a member — that is quite an extraordinary proposition. From what you're saying to me, I don't think there appears to be a consistent method of looking at these. If members raise them with you, you'll ask for more information. Is that really the extent of your evidence?

The Hon. JOHN GRAHAM: No, it's absolutely not the extent of my evidence. I've detailed a series of conflict of interest checks that apply —

The Hon. SARAH MITCHELL: With respect, you haven't. What is the detail of that, Minister?

The Hon. JOHN GRAHAM: — one that I'll apply, one that the agency will apply, one that applies to the assessors. I'm inviting you to raise any of your concerns, and they'll be addressed. That's a series of checks that apply across this program.

The Hon. SARAH MITCHELL: So if no-one raises any concerns with you, there won't be a process to look at any potential conflicts of interest?

The Hon. JOHN GRAHAM: No, that's not correct. I will —

The Hon. SARAH MITCHELL: That's what you've just said.

The Hon. JOHN GRAHAM: That's not correct. You're misrepresenting my evidence. In addition, Ms Mitchell, I've agreed to supply all the approval paperwork to the upper House for the projects I've applied. I suggest look at that. That's in stark contrast to what we've seen previously when some of that approval paperwork, we were told, didn't exist —

The Hon. SARAH MITCHELL: Is any of that information privileged?

The Hon. JOHN GRAHAM: — in fact, it was shredded.

The Hon. SARAH MITCHELL: Is there privileged information, though?

The Hon. JOHN GRAHAM: I actually don't know the answer to that. I'm happy to check now.

The Hon. SARAH MITCHELL: That would be good, thank you.

ANSWER

I am advised the approval paperwork was provided in the non-privileged section of the return to S052 – *Local and community grants*.

QUESTION (page 38-40)

The Hon. DAMIEN TUDEHOPE: Are you aware that it was authorised by the Government Whip — probably not if you're not aware of the actual commitment —

The Hon. JOHN GRAHAM: No.

The Hon. DAMIEN TUDEHOPE: — to build a new cultural community centre in Eastwood? That was the commitment. You would accept, would you, that Labor will deliver on the commitments which it has made in relation to those projects?

The Hon. JOHN GRAHAM: Are you suggesting this was part of the Local Small Commitments Allocation?

The Hon. DAMIEN TUDEHOPE: I'll come to that.

The Hon. JOHN GRAHAM: You'll have to repeat your question. What is your question, Mr Tudehope?

The Hon. DAMIEN TUDEHOPE: If in fact, Minister, the Labor candidate said that they were committing \$400,000 to the establishment of this community centre, how is that commitment able to be assessed without the delivery of the community centre?

The Hon. JOHN GRAHAM: This isn't a project I've approved. I don't have advice from the agency on it. I can't shed a lot of light without that advice. I'm noting your concerns and I'll look at it closely when I get that advice and when I'm required to approve the project.

The Hon. DAMIEN TUDEHOPE: Will you accept from me, Minister, that there is nothing in the budget relating to the establishment of this community centre in Eastwood? I should declare that I live in Eastwood and I'm very aware of the commitment which was made, because I was at a community forum where the Labor member made this commitment in relation to the \$400,000. If, in fact, there is no commitment now by the Government to deliver this community centre, that \$400,000 which she promised was nothing more than a bribe, was it?

The Hon. JOHN GRAHAM: No, I reject your suggestion. As I've said, I don't know the details of the project, but I'm certainly — if this is a project that comes to me as a decision-maker, I'm certainly happy to consider your views that you've put this morning on it.

The Hon. DAMIEN TUDEHOPE: And I put this to you —

The Hon. JOHN GRAHAM: But I can't shed more light on the detail without advice, without more knowledge of the project.

The Hon. DAMIEN TUDEHOPE: This was a commitment of \$400,000, which the Labor Party had allowed Labor candidates —

The Hon. JOHN GRAHAM: So you're confirming it was part of this?

The Hon. DAMIEN TUDEHOPE: — to commit, where Labor and Lyndal will build a new cultural centre in Eastwood. There is no prospect that Labor will deliver that cultural centre, is there?

The Hon. JOHN GRAHAM: Mr Tudehope, I think you're confirming that you believe it was a part of this program. Is that what you're saying?

The Hon. DAMIEN TUDEHOPE: Correct.

The Hon. NATALIE WARD: It doesn't matter.

The Hon. JOHN GRAHAM: Right, thank you. As I've said, I haven't received advice on it. I haven't approved this project. I'm happy to update further once I can to the House if I'm asked in the House, but I simply can't shed more light on the specifics of this one while we're at the —

The Hon. DAMIEN TUDEHOPE: In the material approved by the Government Whip as part of Labor's election commitments, Labor will invest \$400,000 in this project. This was the commitment being made by the candidate.

The Hon. JOHN GRAHAM: What's your question?

The Hon. DAMIEN TUDEHOPE: Is that appropriate in respect of —

The Hon. BOB NANVA: Point of order: Chair, we are now asking for a level of specificity and detail from a period that traverses well before Mr Graham was Minister. It is not relevant to the terms of reference of this inquiry. You can perhaps ask the question in a different way that is more relevant to the terms of reference.

The CHAIR: I won't uphold the point of order. I will note that a party's election commitments, particularly when that party wins government, are actually very much in line and have been traversed by multiple inquiries in the past. That's what election promises are. It's well within order. Continue, Mr Tudehope.

The Hon. DAMIEN TUDEHOPE: If the commitment being made by the Labor candidate was in respect of a project which the Government had no intention of committing to, is that an appropriate use of these small allocations?

The Hon. ANTHONY D'ADAM: Point of order —

The Hon. NATALIE WARD: Stop running cover and wasting time. This is a cover-up.

The CHAIR: We'll hear the point of order.

The Hon. ANTHONY D'ADAM: It has not been established —

The Hon. NATALIE WARD: You can see by the reaction that we're getting somewhere.

The CHAIR: Order!

The Hon. ANTHONY D'ADAM: — that this commitment —

The Hon. NATALIE WARD: There are questions to answer here. We are getting somewhere. Look at that.

The CHAIR: Ms Ward, the longer that you do that, the longer that we take trying to hear the point of order.

The Hon. ANTHONY D'ADAM: It hasn't been established — Mr Tudehope in his questioning is asserting without any supporting evidence that this project falls within the remit of the grants program —

The Hon. NATALIE WARD: He's answering the questions.

The Hon. ANTHONY D'ADAM: — that the Minister administers. The Minister has indicated that he is going to seek advice on that.

The CHAIR: Mr D'Adam, that is not a point of order. I won't uphold the point of order. It is clearly a question around potential expenditure within the Arts budget and a commitment Labor made before the election. It is completely within order.

The Hon. DAMIEN TUDEHOPE: Minister, will you on notice come back and confirm whether this commitment made by this candidate comprises a commitment made by the candidate as part of the Local Small Commitments Allocation?

The Hon. JOHN GRAHAM: Mr Tudehope, I'm happy to come back as soon as I receive information about this project in the ordinary course of that. I will be happy to update you in the House.

The Hon. DAMIEN TUDEHOPE: But it's something you could do this afternoon, could you not?

The Hon. JOHN GRAHAM: No, I am not going to waive the usual rules and timelines on this one. But as soon as I've got information, I am open to providing further information.

The Hon. SARAH MITCHELL: Funny, that.

The Hon. NATALIE WARD: Yes, he can't answer it.

The Hon. DAMIEN TUDEHOPE: You have the list, Minister. You have the list.

The Hon. NATALIE WARD: Yes, go and look at it.

The CHAIR: Order!

The Hon. DAMIEN TUDEHOPE: You can go and look at the list of allocations which have been made by candidates.

The Hon. JOHN GRAHAM: The list has been supplied to the upper House.

The Hon. SARAH MITCHELL: Under privilege.

The Hon. JOHN GRAHAM: I invite you to make your own inquiries.

The Hon. DAMIEN TUDEHOPE: Ms Boyd, I will ask you this question, which I was invited to do earlier. This is a question in relation to the documentation which was required to be provided, pursuant to clause 6.1.5 of the Grants Administration Guide. I would ask you this: Has that documentation been prepared? Is

it available?

KATE BOYD: Yes.

The Hon. DAMIEN TUDEHOPE: Yes or no?

KATE BOYD: Yes, it has been prepared.

The Hon. DAMIEN TUDEHOPE: Is it available?

KATE BOYD: I will have to take that on notice.

The Hon. DAMIEN TUDEHOPE: Minister, will you provide the document?

The Hon. JOHN GRAHAM: As I've stated —

The Hon. DAMIEN TUDEHOPE: It has been prepared, Minister. We've just heard that it has been prepared. Where is it?

The Hon. JOHN GRAHAM: As I told you earlier, this work has been done. I have approved it. The same position I put to you earlier is the same position I have today and it has been confirmed by Ms Boyd.

The Hon. DAMIEN TUDEHOPE: The document exists and you won't provide it to the Committee?

The Hon. JOHN GRAHAM: I'm happy to take that on notice. I have supplied much of the information and I am likely to supply this —

ANSWER

I am advised the relevant document has been provided to the House.

QUESTION (p46)

The Hon. SARAH MITCHELL: Minister, did you have any conversations with your Federal counterparts in relation to the decision to deny Qatar Airways' request for additional flights into Australia?

The Hon. JOHN GRAHAM: I don't recall having any discussions about this with my Federal counterparts. Obviously, it's been quite a big issue in the Federal Government in relation to the airline sector. I have certainly spoken to industry about it. But, as you will have noted, I haven't particularly intervened publicly in what is a Federal Government issue.

The Hon. SARAH MITCHELL: But you don't recall making any representations or having discussions about that?

The Hon. JOHN GRAHAM: I can't recall so.

The Hon. SARAH MITCHELL: Could you take it on notice and see whether you have?

The Hon. JOHN GRAHAM: Yes, I would be happy to take it on notice.

ANSWER

I have not made formal representations to Federal counterparts in relation to the decision to deny Qatar Airways' request for additional flights into Australia.

QUESTION (p46-47)

The Hon. SARAH MITCHELL: Just quickly, Minister, can you tell me how many applications received funding under the Regional Event Fund?

The Hon. JOHN GRAHAM: How many —

The Hon. SARAH MITCHELL: How many projects received funding?

The Hon. JOHN GRAHAM: I'd prefer to take that on notice. I'd be happy to take that on notice.

The Hon. SARAH MITCHELL: While you're doing that, could you also take that on notice for the Tourism Product Development Fund?

The Hon. JOHN GRAHAM: Yes.

The Hon. SARAH MITCHELL: The Nature-Based Visitor Experience Development grants?

The Hon. JOHN GRAHAM: Yes.

The Hon. SARAH MITCHELL: And also the incubator stream of the Regional Event Fund?

The Hon. JOHN GRAHAM: Yes.

ANSWER

Regional Event Fund: The Regional Event Fund provided funding to 27 new Flagship Stream events and 1 Event Development opportunity. Ten triennial events continued to receive funding. No applicants received funding under the Incubator stream.

Tourism Product Development Fund: Nature-Based Visitor Experience Development Grant: No applicants received funding from the Nature-Based Visitor Experience Development Grant, which was launched as the sole stream of the Tourism Product Development Fund in 2023.

QUESTION (p47)

The Hon. SARAH MITCHELL: Do you know if any applications have been successful under those four programs?

The Hon. JOHN GRAHAM: Yes, I could give you some details of that perhaps on notice. But I might give you one example. Some quick background, without taking too much time. These programs were underway but in the current budget environment I didn't feel like I could approve all of those programs. In that Regional Event Fund I did approve the highest rated project, which was support for Primex. I didn't feel in the current budget environment, given what else was going on, I could approve all of these funds, but I'd be happy to supply details on notice.

The Hon. SARAH MITCHELL: If you took it on notice, that would be great.

The Hon. JOHN GRAHAM: Yes, of the number of applicants and the funds?

The Hon. SARAH MITCHELL: Number of applicants and successful applications in each of those four would be great.

The Hon. JOHN GRAHAM: Yes, I would be happy to do that.

ANSWER

The Regional Event Fund received a total of 210 applications comprising 120 Flagship Stream, 88 Incubator Stream and 2 Event Development Stream applications.

27 new Flagship Stream events received funding plus 10 triennial events continued to receive funding and 1 Event Development Stream event received funding. No Incubator Stream applications were successful.

The Tourism Product Development Fund: Nature Based Visitor Experience Development Grant received 60 applications. No applications were successful as the program was cancelled.

The Regional Business Event Development Fund received 67 applications. One applicant was successful.

Question p54

The CHAIR: I just want to see whether somebody is able to answer some questions that I have regarding the Heathcote Road Bridge widening project. Is that too specific, or does somebody know the detail of that?

CAMILLA DROVER: Is that the Woronora bridge project?

The CHAIR: Heathcote Road Bridge is what I have.

The Hon. Dr SARAH KAINÉ: It's different.

The CHAIR: What I understand is that Heathcote Road—and this is about koala deaths as well—is a known vehicle strike hotspot for koalas. It is the bridge over the Woronora River. The review of environmental factors for that bridge-widening project noted potential threats to koalas and said that it could be mitigated, providing safeguards and management measures are implemented. I wanted to know whether there were any of those mitigation measures put in place to reduce the vehicle strike as a result of that work, including things like fencing to keep koalas off the road. Do you know the detail of that project?

CAMILLA DROVER: Yes, that project was completed in August this year. It was open to traffic much earlier, in March this year, and my understanding is, yes, there were measures put in place as part of that project to protect the koala population. I can take on notice exactly what those measures were—fencing et cetera. Hang on, my colleague has got that for me, but, yes, there was koala exclusion fencing put in place.

Answer

I am advised:

The Heathcote Road Bridge upgrade over the Woronora River (which has also been referred to as the 'Woronora Bridge project') was completed in August 2023. The environmental assessment considered the potential impact on koalas and with input from ecology specialists and adopting lessons learnt from other major projects, measures to improve koala connectivity have been implemented.

Fauna fencing has been installed on both the northern and southern approaches to guide koalas and other fauna beneath the bridge. Other features included planting of tree species used by koalas as refuge trees, and several design refinements were incorporated to optimise the fauna fencing, including:

- Closing gaps between built features, such as between the old and new bridge structures
- An extended landscape maintenance period to maintain an open movement corridor
- Careful interface at drainage features
- An arboreal escape pole in the southern maintenance bay.

Additionally, movement detection cameras have been installed at both the southern and northern movement corridors beneath the Heathcote Road Bridge to monitor fauna use. Any records of koala movement detected will also be shared with stakeholders to assist in developing an understanding of larger landscape scale movement corridors.

Information available on Heathcote Road bridge website via

<https://www.transport.nsw.gov.au/projects/current-projects/heathcote-road-bridge>

Question 22 p55-56

The CHAIR: This is businesses, not private residential. I wanted to turn to the Pymont Peninsula Place Strategy. It's a general question around why—the decision seems to have been made to press ahead with so-called improvements to the Western Distributor that have removed pedestrian infrastructure and resulted in the destruction of dozens of mature trees and canopy. In terms of those trees, in terms of creating that place in Pymont, what is the update for that? I've had quite a bit of contact from local communities, who are quite distressed at the state of things at the moment.

TRUDI MARES: We are engaging frequently. I think I can count eight engagements in the last month with different groups in the Pymont community, both around the place-based strategy but also the intended works that will occur early next year for the Western Distributor network integration. We have not got any definitive change to the approach. We're rather working through timing and how we can activate any of those place-making opportunities that the community wants a little sooner. So we're still engaging—would be the summary of the answer.

The CHAIR: What's the time line for that?

TRUDI MARES: For the works themselves?

The CHAIR: Yes.

TRUDI MARES: Let me just grab that. They will commence in quarter one, 2024—various works. I can go through them or provide them on notice, whatever you'd prefer.

Answer

I am advised:

Preliminary work has started on Harris and Allen streets as part of measures outlined in the WestConnex Stage Three Road Network Performance Plan, to better manage exit ramp congestion and traffic flow around Pyrmont. This includes the removal of the southern pedestrian crossing, installing safety fencing and relocating a bus stop.

As part of the Western Distributor Network Improvements, both of the Anzac Digger memorial sculptures at the western end of Anzac Bridge will be refurbished. This work is expected to take place in the second quarter of 2024.

The Harris and Allen streets intersection upgrade will start in early 2024. This work will involve changing the lane configuration on Allen Street to provide three eastbound lanes (towards Harris Street), consisting of one left and through lane, and two right-turn lanes onto Harris Street.

Modification of the Pyrmont Bridge Road and Bank Street intersection will start after the New Sydney Fish Market is complete in early 2025.

Investigations, planning and designs are underway for the construction of a new on-ramp from the existing Fig Street on-ramp, with next steps determined following those investigations. Some enabling work will commence in 2024.

Question p55

"The CHAIR: Can I just ask on this issue, more broadly, what has taken place within the department in recent times—in the last six months to a year, say—in terms of developing advice or doing research on how to reduce wildlife death on roads, particularly in relation to recommended speed limit reductions?"

CAMILLA DROVER: I might pass to my colleague, Ms Mares, who's got some information on that,

because I've only got information on that particular Woronora bridge project.

TRUDI MARES: Probably specific to Appin Road, but certainly when we're conducting the review of

environmental factors or looking at speed zone reviews, wildlife population is considered in the speed zone review itself. For Appin Road, in particular, for one section—because there are three sections of upgrade there—the Brian Road upgrade, there is a recommendation in the REF to extend the lower speed limit, so that wildlife protection has been taken into consideration along with other road safety criteria. More broadly, around the policy for reviewing speed zones, I would probably have to refer to Ms Webb or Mr Carlon, but I know that it is a criteria in all of our speed zone reviews where there's a wildlife population.

The CHAIR: Can you take on notice how many areas in the State have speed zones specifically reduced to cater for wildlife?

TRUDI MARES: I can check that, yes.

The CHAIR: I can't think of any myself, to be honest.

TRUDI MARES: That Brian Road one, I know. But I can check for others."

Answer:

I am advised:

Transport for NSW is actively working with the Department of Planning and Environment and local government under the NSW Koala Strategy to mitigate koala vehicle strike hotspots with an immediate focus on sites in south-west Sydney and Lismore. This work is informed by available Bionet data which identifies koala vehicle hot spots across NSW. Principally managing vehicle strike on higher speed roads is achieved through physical fencing supported by connectivity structures, as this approach is proven to reduce the incidence of roadkill.

The broader issue of wildlife vehicle strike on NSW roads is more challenging due to the highly dispersed nature of the problem and the impracticality of installing fencing at many locations. Transport for NSW has committed in its Future Transport Strategy to investigating emerging technologies that could improve driver awareness of potential vehicle strike wildlife hotspots.

Transport for NSW also released the NSW Speed Zoning Standard on 10 July 2023, which seeks to sets out principles and technical information for reviewing, determining, and implementing speed zones on NSW public roads. The Standard considers road and roadside hazards in the setting of safe speed limits, which can include animals as part of an overall assessment. The Standard highlights that the presence of road and roadside hazards can influence the speed at which drivers may travel as well as the severity of any crashes that may occur. While roadside hazards can vary along a length of road, the

frequency and severity of the hazards should be considered when determining a speed zone.

Transport for NSW provides information to the community on how to drive safely where there are likely to be animals on country roads. This includes reminders to slow down, brake safely and look out for animal warning signs. More information can be found on the Transport for NSW website.

Question p55

The CHAIR: Moving on to a completely different issue now, I've got a question about the tendering for a couple of properties that were compulsorily acquired on Lilyfield Road, Rozelle. There was a tender put out to lease numbers 78 and 84 Lilyfield Road, Rozelle. This is obviously two properties that were acquired as part of the WestConnex Rozelle interchange. I understand that Transport for NSW is seeking long-term lease agreements. They're seeking tenants for those two properties. Is there any update on that process and who has applied and whether those buildings will be for ongoing community use?

CAMILLA DROVER: I can respond to that. There are a number of properties along Lilyfield Road which were bought under the exceptional hardship scheme of Transport for NSW. They weren't required to construct the Rozelle interchange but, given the personal circumstances of those that lived in those homes, it was decided to acquire those properties. All of those are tenanted. It sounds as though those particular properties are up for lease. I can take on notice where that is in that process.

The CHAIR: You don't know the specifics in terms of exactly what type of tenants were being sought for that?

CAMILLA DROVER: No, but I'm happy take that on notice and come back with some information.

The CHAIR: This is businesses, not private residential.

Answer

I am advised:

Transport for NSW released a Request for Tender (RFT), for proponents to rehabilitate and lease two properties on Lilyfield Road at the entrance to the new Rozelle Parklands (78 and 84 Lilyfield Road, Rozelle). The RFT applications closed on 18 October 2023.

This RFT follows an initial Expression of Interest period in December 2022 which showed strong interest from the local business community about future uses of the properties, mainly for the buildings to be used for a café/restaurant. A tender evaluation process has since been carried out to ensure that the preferred proposals meet the requirements of the Tender Assessment Criteria which was informed by the Project's objectives and community consultation. The details of tenderers and submissions is currently confidential. Once the tender evaluation process is finalised an update can be provided to the community.

Question p56

The CHAIR: You're aware of concerns around how the network improvements will compromise pedestrian and cyclist safety? Just wondering, what considerations are being given to address that?

TRUDI MARES: I can provide some specifics on notice, but certainly in all of the planning for road use allocation, including the changes for the off-ramp, which are some of the areas that have been raised as concerns by the Pyrmont residents, we look at the interface of the road for pedestrians, bikes and private vehicle users or other vehicle users. It's certainly in the assessments and safety assessments. That's all been taken into account.

Answer

I am advised:

Transport for NSW displayed the Western Distributor Network Improvements project Review of Environmental Factors (REF) between 21 September to 28 October 2022 to determine potential project impacts.

The REF assessment does not expect cyclist or pedestrian safety will be negatively affected by the project.

A Traffic Management Plan will be developed before construction of the Allen and Harris streets intersection upgrade to address potential impacts to road users. The plan will include access arrangements for pedestrians and cyclists including appropriate safety signage and alternative routes during construction.

As part of the Western Distributor Network Improvements project, preliminary work has started on Harris and Allen streets. Work includes removing the southern pedestrian crossing and installing safety fencing to reduce jaywalking.

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

Question p56-57

The CHAIR: I want to turn now to an issue that my office has been contacted about as well by a number of people in the community. It's in relation to the proposed new truck rest stops between Katoomba and Lithgow. I'll give you a bit of time to find that information. There are two new rest stops proposed for the Hartley Valley. They were subject to review of environmental factors. The rest stops, as I understand, have been overwhelmingly opposed by the local community. They're saying that these rest stops are entirely inconsistent with the zoning in the Hartley Valley. To what extent has Transport for NSW heard that community opposition? How are you taking the community's concerns into consideration and is there any consideration to potentially moving these rest stops to more appropriate places?

JOSH MURRAY: Thank you, Chair, I might start on that one. Our rest stop strategy is being reviewed, as you may recall from our previous regional transport hearing, and our colleague Matt Fuller described the network integration map of rest stops as something that is currently

being looked at. We did acknowledge some overall gaps in the strategy in terms of the quality of the upkeep. In regard to the Lithgow zone, we'd have to seek specific response around the community feedback on those. We have been prioritising a number of other rest stops around the Sydney Basin for those regional services coming into the metropolitan area. That's not one that is on my radar at the moment, but I'm happy to get that information unless any of my colleagues have that. We may be able to get that before the end of the session.

Answer

I am advised:

The two proposed Hartley Valley Rest Areas are currently paused, as they were part of the Little Hartley to Lithgow Upgrade.

Increasing safety for all road users includes making sure that drivers of heavy vehicles have appropriate opportunities to rest so that they can avoid driver fatigue.

Transport for NSW investigated several potential sites for the rest areas, including locations west of Jenolan Caves Road on the Great Western Highway, and in the vicinity of the intersection of the Great Western and Castlereagh Highways. However, these locations reduced the opportunities for trucks on various routes to access them.

The sites in the Hartley Valley were originally chosen due to their distance from other heavy vehicle rest areas, the availability of suitable land and the lack of locations in the built-up area of the Blue Mountains.

There is a need for a major Rest Area (Class 2) between the M4 Service Centre at Eastern Creek and the Caltex Yetholme Service Centre which are around two hours apart. Providing Heavy Vehicle Rest Areas in the Hartley Valley would reduce the travel time between major rest areas to around one hour, which is the desirable standard.

Transport for NSW appreciates the environmental and heritage value of the Hartley Valley and has heard community concerns about the impacts of the proposed rest areas. As a result, the proposed rest areas were redesigned to sit lower into the landscape to reduce visual impact, with extensive urban design and landscaping proposed to further blend the rest areas into their surroundings. The design was also amended to cater for light and recreational vehicles, with the addition of facilities like picnic tables, toilets and information boards to showcase the local area.

The freight industry provided strong support for the location and construction of the proposed rest areas.

Question p57

The CHAIR: I want to ask questions now about—see if anybody knows about this one—a new J store development at Castle Hill. There are, as I understand it, dangerous road access issues and a lack of public transport. Is this ringing any bells for anybody? Everybody is shrugging. That might be one I put in as a supplementary question.

TRUDI MARES: Powerhouse Museum?

The CHAIR: This is Castle Hill, yes.

TRUDI MARES: I don't know of anything.

The CHAIR: I'll come back. It's the Castle Hill discovery centre, yes.

TRUDI MARES: Happy to take any specifics for that and find out.

The CHAIR: It's just dangerous entryways. All good. I will put those on notice.

Answer

I am advised:

The Powerhouse Castle Hill Museum's Discovery Centre is located close to the intersection of Windsor and Showground roads and operates between 10am and 4pm on Saturdays and Sundays only.

On site parking is available and vehicle access to the carpark is from Windsor Road. The driveway to the Discovery Centre is double width, with all movements permitted. There are clear lines of sight when entering and exiting the car park.

The phasing of the traffic signals at the intersection of Windsor and Showground roads facilitates opportunities for safe movements in and out of the driveway by providing 'gaps' in traffic movements when the signals display red.

Question 26 p57-58

The Hon. NATALIE WARD: That is what I am trying to get to, Mr Murray—to understand what is within this area, just for clarification. So it includes Wollongong, Blue Mountains and Newcastle, and you will take on notice or get me the total capital?

JOSH MURRAY: I think the CFO may be able to assist us shortly.

TRUDI MARES: It's the Restart boundaries, Ms Ward. Metropolitan is largely everywhere—it kind of stops at Wollongong and stops just before Newcastle, and then the rest of Greater Sydney out to the Blue Mountains, as the secretary mentioned.

The Hon. NATALIE WARD: Can I ask what the percentage of the capital expenditure in the roads projects is for—

TRUDI MARES: For GS?

The Hon. NATALIE WARD: Yes.

TRUDI MARES: We'll get that.

CAMILLA DROVER: I have that information.

JOSH MURRAY: Camilla can help.

The Hon. NATALIE WARD: Thank you, Ms Drover.

CAMILLA DROVER: Which period do you want?

The Hon. NATALIE WARD: For this budget.

CAMILLA DROVER: For this financial year or the full forwards?

The Hon. NATALIE WARD: The four years.

CAMILLA DROVER: So the four-year total for Roads—just capex?

The Hon. NATALIE WARD: Yes.

CAMILLA DROVER: I think it is \$34.8 billion, or 48 per cent of the Public Transport and Roads total capex budget. We can provide this on notice, if that's helpful.

The Hon. NATALIE WARD: That would be helpful, thank you very much. So 48 per cent of the Roads and Transport budget?

CAMILLA DROVER: Roads and Public Transport—it's 48 per cent of that.

The Hon. NATALIE WARD: Can you confirm for me—if you need to take it on notice, that's fine—what, of that, is new capital expenditure?

CAMILLA DROVER: We'd have to take that on notice and bring that back.

The Hon. NATALIE WARD: I think, as you'd be aware, I am just trying to get to—a lot of that would have been an allocation from the former Government. I'd like to understand—it is capex that has previously been allocated—what is the new capital allocation within that. If you could take that on notice and if we could have that defined clearly, what is the new capital and not just what is the existing, that would be helpful.

JOSH MURRAY: Yes.

Answer

The total Transport Cluster capital allocation across all agencies and modes over the four years to 2026-27 is \$72.3 billion. Analysis of this total portfolio shows that 48 per cent of this allocation or \$34.8 billion is attributable towards roads.

Within the above total, the Metropolitan roads apportionment is 38 per cent or \$20.2 billion.

The metropolitan Roads budget has benefitted from an additional \$221 million over the four years to 2026-27 from new capital allocation, the majority of which was provided through the addition of the Urban Roads Fund.

Question p58-59

The Hon. NATALIE WARD: A significant amount of the budget and what you have just referred to—
are there any new projects in the Connecting Sydney Roads program from this budget?

JOSH MURRAY: Sorry—the question again?

The Hon. NATALIE WARD: The Connecting Sydney Roads program in this budget—are there any
new projects in that, or were they all a rollover of the existing continuation of funding?

TRUDI MARES: The connecting Sydney budget is not listed as a specific budget item, but there is a
range of new funding in this budget round. For example, a new statewide active transport fund for \$60 million and a commuter car park program, additional \$300 million—not roads, admittedly, Ms Ward. Appin Road upgrade—new funding for that has been allocated.

The Hon. NATALIE WARD: Ms Faehrmann will be happy about that, provided some is allocated to
the koala.

The CHAIR: How about underpasses?

The Hon. NATALIE WARD: We're still doing community consultation.

TRUDI MARES: School crossings for Camden—funding allocated for that—a traffic light upgrade at
Bank Street and Constitution Road, which is Ryde, if I am not incorrect—

The Hon. NATALIE WARD: They're all new?

TRUDI MARES: All new. Yes, there is a list.

The Hon. NATALIE WARD: Do you want to take it on notice? I don't want to take up your time. So
they are all new?

TRUDI MARES: Yes, that's correct.

Answer

I am advised:

Information about funding for Transport projects is publicly available in the 2023-24 NSW State Budget papers.

Question p59

The Hon. NATALIE WARD: We might stay on this capital while I've got a moment. I can come back to that if we've got time, thank you. So can we just go back to what is now called the Urban Roads Fund, at 4-63 of the Infrastructure Statement, if that's helpful? In the budget, the Urban Roads Fund has \$770 million allocated over four years. That is correct, isn't it?

TRUDI MARES: That's correct.

CAMILLA DROVER: That's correct.

TRUDI MARES: Duplicate! One team.

The Hon. NATALIE WARD: I've got you in stereo. In that project, I just want to break down the funding of that. Is that just for planning and delivery, that allocation, or is it for complete delivery of the projects? There are a number of projects within that fund. Is that funding for planning or is it for complete delivery of those projects?

TRUDI MARES: It's largely delivery funding—the Urban Roads Fund.

The Hon. NATALIE WARD: So all of those projects will be delivered for \$770 million. Is that correct?

TRUDI MARES: Yes, even though some of them are staged for parts of that road network. But, yes, that is—I would have to double-check.

Suggested answer

I am advised:

The majority of projects in the Urban Roads Fund are expected to be delivered within the \$770 million.

Question p61

Can I ask for, perhaps on notice, a breakdown of the Urban Roads Fund? I'm trying to follow it and just see what the allocation is, but it seems to me there are a lot of projects there and potentially not quite the funding to get them across the line, if it is delivery. If I could get the breakdown for the urban roads funding over the forwards, that would be really helpful—on each of those.

TRUDI MARES: No problem.

The Hon. NATALIE WARD: And of those, the 33 million, how much—if that is the component of the 200 million flood resilience. If we can just get the breakdown of them—

TRUDI MARES: Separate?

The Hon. NATALIE WARD: Yes, and just separate them out.

TRUDI MARES: Yes, give you the breakdown. No problem.

The Hon. NATALIE WARD: I can see what's in the budget, but just breaking it down to see how they will be delivered would be very helpful.

Suggested answer

I am advised:

The \$770 million Urban Roads Fund in the forward estimates will assist with the planning and delivery of 23 projects.

Question p62

BRENDA HOANG: That's right.

The Hon. NATALIE WARD: So it's not going to be completed, is it?

BRENDA HOANG: No. We do have some money in the planning years as well to complete the project.

The Hon. NATALIE WARD: Has final business case been completed for that project?

TRUDI MARES: It's still being worked through.

The Hon. NATALIE WARD: When is it anticipated that that might be—

TRUDI MARES: I would have to check, but I would say we have another year, 18 months on the FBC.

The Hon. NATALIE WARD: So we've got 24 kilometres of road. We have got two years on a final business case, five million this year.

TRUDI MARES: Sorry, that's for a different section. I will correct that. We—can I take that one on notice? As you said, there are a number of projects. I just want to check I've got the right one.

Answer

I am advised:

The 2023-24 NSW Budget allocated a total of \$180 million towards duplicating key sections of Heathcote Road. The funding is additional to what was allocated for the upgrade of the Woronora River Bridge and approaches, as well as a section of Heathcote Road between Infantry Parade and The Avenue which is currently under construction.

Question p63

The Hon. NATALIE WARD: Yes.

TRUDI MARES: I can give a tiny bit more clarification. The election commitment, Ms Ward, was to invest 180 million over four years towards duplicating key sections of Heathcote Road. Funding will be additional. So this is additional funding to what was allocated on the projects that Ms Drover mentioned, the bridge and the other approaches.

The Hon. NATALIE WARD: So just the Heathcote Road, 180—

TRUDI MARES: So it is being worked through what that will deliver, because the commitment was to duplicate sections of it.

The Hon. NATALIE WARD: Yes, 24 kilometres.

TRUDI MARES: We are providing that advice to government.

The Hon. NATALIE WARD: Can we clarify where that's at, what is allocated and what we will get for that allocation? It's looking like it's a long way off, but we've just been told that 65 million is in the budget. Will that have any prospect of being spent on delivery?

TRUDI MARES: We will take that on notice.

Answer

I refer you to the response to Question on Notice 30.

Question p63

The Hon. NATALIE WARD: I go back to the Urban Roads Fund. Chapter 4 at page 63 doesn't list the 23 projects for the Urban Roads Fund. Is it possible to get that provided on notice to the Committee? Can we have a list of those? It's obviously an important fund.

BRENDA HOANG: Happy to. We've got a list of the projects that make up the \$770 million.

The Hon. NATALIE WARD: The claim is that 23 projects will be delivered for that fund for the \$770 million. We would just like to clarify which of those are likely to get there.

Suggested answer

I am advised:

I refer you to the response to Question on Notice 29.

QUESTION (p66-67)

The CHAIR: Because there could be community concerns, could there not, about the use of that data if it got—for example, I mentioned earlier, yes, the Business Improvement District, which is the western harbour one that has The Star casino, Crown Casino, a hell of a lot of very big

players. If they got a hold of that data, for example, to target people, to gamble – there are concerns that that could be used by business to just drive their business operations. I can see that it is potentially good for small businesses in certain precincts and let's make it all busy, but right now the really big Business Improvement District, which is very organised, is the one with Crown, with Star, is it not?

MICHAEL RODRIGUES: That is a specific district.

The CHAIR: Are they involved in this Data After Dark?

MICHAEL RODRIGUES: No. This is, I guess, outside of – we're running it and there is no other external forces on it. In terms of where your questions might be going, we are working in partnership with the Data Analytics Centre under Department of Customer Service. I don't want to speak on their behalf, but I can only imagine that there are safeguards in terms of privacy and some of those issues. I am happy to take any question on notice on that if it's helpful, to confirm.

ANSWER

The first phase of the Data After Dark platform will be shared with NSW Government Agencies and Night Time Economy Council Committee councils. External or private sector organisations will not have access to the dashboard or the data it contains. The only publicly available information from the platform will be in the form of high-level quarterly insights.

All platform users must comply with the data privacy provisions of the licensing agreements for each of the data sets procured on their behalf by the Data Analytics Centre from external data agencies. The existing agreements prohibit sharing to any external parties without express permission.

QUESTION (p67)

The CHAIR: Thank you, that's useful. Getting back to the Business Improvement District, the Sydney Western Harbour Business Improvement District board members – Lendlease, Markham, Mirvac, Sydney Fish Market, The GPT Group, The Star, UTS, Accor, Business Sydney, Crown, Powerhouse and ICC Sydney – got a grant in this Uptown Grant Program of \$200,000. Who assessed that?

MICHAEL RODRIGUES: There was an independent panel of senior government representatives who made the assessment on all those applications.

The CHAIR: Did all of those get signed off by the Minister or the secretary, do you know?

MICHAEL RODRIGUES: I might have to take that on notice as to who the final approver on that program is, but we should be able to confirm that to you during this session.

ANSWER

The Uptown Grant Program assessment panel's recommendations were approved by the Department of Enterprise, Investment and Trade Secretary.

QUESTION (p67)

The CHAIR: All of those companies that are part of this Business Improvement District that is now New Sydney Waterfront Company — they have received \$200,000 of government support. I understand that is on the back of an additional \$450,000 earlier. Are you aware of that one as well?

MICHAEL RODRIGUES: I am aware of that one, yes.

The CHAIR: So, all up, \$650,000 of taxpayers' money. Are you aware of anything else going to them?

MICHAEL RODRIGUES: Yes, I am. They also applied and were successful under the CBDs Revitalisation Program, which was administered by our office. They received — I imagine your next question is going to be — \$747,217. That was for a major activation called the Sydney Waterfront Whale Tales.

The CHAIR: What was the time frame for that grant? When was that awarded?

MICHAEL RODRIGUES: I might take that on notice,

ANSWER

The CBDs Revitalisation Program grant for the Sydney Waterfront Whale Tales project was approved by the former Minister for Enterprise, Investment and Trade on 16 June 2022, for delivery between 11 August–24 September 2022.

QUESTION (p68)

The CHAIR: We have got \$1.4 million so far going to this Business Improvement District company with Star, Crown, Mirvac, Lendlease. This is quite extraordinary. Sorry, Mr Rodrigues, I know you are not the Minister and it's not your policy decision.

MICHAEL RODRIGUES: If I can just — that fund was for 17 urban areas, which include the CBD of Sydney. The idea was to draw people back out of their homes after COVID — during COVID I guess. The activation, and again, we can provide further details, but I recall it as a series of curated art pieces on a walk around the waterfront. I'm reserving any artistic judgement on it, but it is akin to the cow exhibitions and things that you see in other parts of the world, if that helps paint the visual, over I think a six-week period. But, again, I feel like I should provide you more detail of that.

The CHAIR: That would be very useful.

ANSWER

Sydney Waterfront Whale Tales was a six-week outdoor exhibition trail of 30 life-sized whale tail sculptures along the Western Harbour waterfront walk from Walsh Bay to Blackwattle Bay. The art installations provided a platform for stories of Country and place, engaging participants in using a geo-map enabled app to follow the trail throughout the precinct. The sculptures were individually painted by leading local Australian and First Nations artists including Chris Yee, Blak Douglas, Graham Toomey, Laura Wells and Jason Wing. The customised activation responded to and amplified local cultural, place, brand, economic development, stakeholder and COVID

recovery strategies and priorities.

QUESTION (p68-69)

The Hon. SUSAN CARTER: Mr Rodrigues, I just have a couple of questions for you. I noticed your discussion of your role in diversification. Do you have a role in trying to diversify areas for creating opportunities for artists and creatives, and creating employment opportunities for these people as part of our 24-hour economy?

MICHAEL RODRIGUES: I would say that we do. The broad objective is to get people out of the House, and without —

The Hon. SUSAN CARTER: Could you maybe provide an example of where you have been able to promote this type of diversification which has led to an increase in job opportunities for creatives?

MICHAEL RODRIGUES: In terms of specifics, the program that we were talking about a moment ago, Uptown, is probably the best lens to look through it. A number of those districts have been funded alongside the previous reference that Ms Faehrmann had to New Sydney Waterfront. An example would be Brookvale Arts District, which is in the northern beaches, which is an emerging going-out district. It combines an area known for music and production, but which has emerged again as a centre of craft brewing and distilling. As an example, our support of that has led, in conjunction with the Northern Beaches Council, to Groundswell Festival, which happened a couple of weeks ago. I won't opine as to the exact outcomes from that but, bearing in mind the early stage that this program is at, it's an example of how the office is working to achieve that encouragement of diversification.

The Hon. SUSAN CARTER: Perhaps you could take on notice the opportunity to provide any other examples of where you have been able to create work opportunities.

MICHAEL RODRIGUES: Happy to.

ANSWER

The Uptown Grant Program is supporting the coordination and promotion of Greater Sydney going out districts. 50% of each grant funding of up to \$200,000 per district (with a total program funding of \$4.1 million) will go towards consumer engagement initiatives, which will provide a variety of paid opportunities for the creative industries. Activities being funded include design and production costs associated with branding, marketing and promotional activities, such as the engagement of creative and marketing agencies and graphic designers, copywriters, photographers and PR and marketing experts.

QUESTION (p69-70)

The Hon. SUSAN CARTER: Sydney Modern, was that meant to facilitate a new normal in art gallery operations, more activity in a bigger space, bringing more of the people of New South

Wales into the gallery?

MICHAEL BRAND: Correct. We completed the Sydney Modern project, opening to the public on 3 December last year. We delivered the project on time and on budget, and now we have 10 months of operation, which is fantastic.

The Hon. SUSAN CARTER: So this increased activity would have been contingent on a higher new normal of recurrent funding, would it not?

MICHAEL BRAND: In the future, when we double our size, effectively, there will be additional funding needs.

The Hon. SUSAN CARTER: If you're doing more, you need more to pay the lights and pay the staff. We were having a disagreement about the exact cut in the funding, and I would appreciate it if you could provide, on notice, your breakdown of your analysis.

MICHAEL BRAND: Certainly.

ANSWER

Our analysis shows that the Art Gallery of New South Wales needs total annual operating expenses of \$99.8m in FY24 (a mix of government funding and self-generated revenue).

QUESTION (p71)

The Hon. SUSAN CARTER: The operating statement suggests that you've budgeted to almost quadruple the revenue you obtain from the sale of goods and services, from just over \$10 million to just under \$40 million. Was that the estimate you provided Treasury of your own projections as to what is possible?

MICHAEL BRAND: They are figures that we would have provided.

The Hon. SUSAN CARTER: On what were those figures based – that quadrupling of revenue?

MICHAEL BRAND: Based on calculations on – going from years of COVID, from shutdown to gradually reopening, from having one building to having two buildings.

The Hon. SUSAN CARTER: How much of this quadrupling would be coming from the gift shop?

MICHAEL BRAND: I'd have to take that question on notice, I'm afraid. I'm very happy to provide that.

The Hon. SUSAN CARTER: What was the total received from the sale of merchandise and publications through the gift shops in the most recent financial year?

MICHAEL BRAND: That I'd have to take on notice too. I'd be very happy to. We have two shops at the moment and, when we have our two blockbuster exhibitions over the summer, we'll have special shops for that too, which is why I'm optimistic.

ANSWER

- The operating statement line item, sale of goods and services, includes revenue from

exhibitions, retail, food and beverage, and venue hire.

- The main reason for the movements between FY23 Budget (\$25.1m), FY23 Est Actual (\$10.9 million) and FY24 Budget (\$39.5 million) is the number of ticketed shows budgeted and held in each year.
- The Art Gallery retail operations are budgeted to generate \$7.0m in revenue in FY24, up from \$4.0m in FY23. The expected increase in sales is aided by two exhibition “pop-up” shops for our summer exhibitions and an additional (permanent) shop in the new building.

QUESTION (p71)

The Hon. SUSAN CARTER: I am very simple at maths. Two shops I can understand doubling. Two shops quadrupling? It's hard to see the basis of these figures being relied on to fund staff at the Art Gallery.

MICHAEL BRAND: Yes.

The Hon. SUSAN CARTER: What contribution has been made to the target by increased income from holding private events at the gallery?

MICHAEL BRAND: I have to take the detail on notice, but we now have two spaces. We have two buildings, so we have additional spaces we can hire out for functions. Remember, those functions generally take place in the evening after public opening hours. We close at 5 o'clock six days a week, but we're open till 10.00 p.m. on Wednesday evenings, so the other six nights a week we can have functions now in two spaces. That is definitely part of the calculation for our self-generated revenue.

ANSWER

The contribution from venue hire is budgeted to be \$2.1 million in FY24, an increase of 25 per cent compared to the prior year.

QUESTION (p72)

The Hon. SUSAN CARTER: You've mentioned your blockbuster exhibitions. Are you planning to increase the ticket price to those special exhibitions?

MICHAEL BRAND: We have increased ticket prices very slightly over the last couple of years. If I am correct, I believe the price is just over the sum of \$30 for full entry ticket price.

The Hon. SUSAN CARTER: What percentage increase does that represent?

MICHAEL BRAND: I think in the past — I will have to check this — it might have been \$27 or \$28. It's a small increase.

ANSWER

FY24 blockbuster exhibitions are priced at \$35 (Adult). The last blockbuster exhibition prior to the completion of the Sydney Modern Project was ticketed at \$30 (Adult), representing an

increase of 17 per cent.

Question p74

"The Hon. NATALIE WARD: Can I clarify whether the toll cap will apply to every driver? Is that the intent?"

JOSH MURRAY: I think, as we heard this morning, the Minister will be making some further announcements around that. We'd have to take—happy to assist wherever we can pending those Government announcements but we need to take that on notice."

Suggested answer

I am advised:

The toll cap will apply to each individual tag or license plate associated with a private NSW toll account.

QUESTION (p76)

CAROLINE LAMB: We are being invited to contribute to the review, and we're looking forward to doing that. We at ILGA are very keen to promote the development of the music festivals in New South Wales, and we acknowledge that currently, the process — a lot of organisers find it cumbersome. We've already put in place some measures to streamline the process that's involved. We're not sure that we've got it perfectly right yet, and we engage regularly with the music festivals industries to get their input into what we do and how we do it because we really are very committed to improving. We think the process is good, but we think it can always be improved. We're very interested in listening to festival organisers to hear their views as to what would help to make things work better for the industry.

The CHAIR: Do the organisers have to pay ILGA anything for this work?

CAROLINE LAMB: I think you should probably refer that to my colleague Mr Barakat because if there is a payment for the application process that would all be attended to in Liquor and Gaming, and I don't know what that is.

The CHAIR: Why don't we — if you're not able to answer — spread the load around in terms of who's answering questions.

CAROLINE LAMB: I'd be delighted.

The CHAIR: Maybe stay there, Ms Lamb, because I might come back to you.

CAROLINE LAMB: Yes, sure.

TAREK BARAKAT: It's a rather inauspicious answer to my first question today. I'd have to take that on notice, I think. If I can get the detail this afternoon, I will, but off the top of my head, I don't know the exact fee.

ANSWER

There is no fee for registering a Music Festival and assessing a Safety Management Plan. However, if a music festival organiser seeks to sell liquor, the relevant liquor licence fees apply.

QUESTION (p79-80)

The Hon. NATALIE WARD: Given the controversial nature of the participants and president of the UFC – and we've had this discussion with you and with the Minister; thank you for the briefing – is there any capacity in that budget to include trigger warnings or warnings about domestic violence or to warn people about that? Given the investment of the Government in prevention of domestic violence and the history of those participants, is there any component in that for funding warnings about domestic violence?

STEVE COX: Not specifically, but it is something that we can discuss with the UFC in the next couple of events that are scheduled.

The Hon. NATALIE WARD: When is that? When is the opportunity?

STEVE COX: I don't have the date. I think the dates haven't necessarily been set for the next two events. But I'd need to take that on notice to be 100 per cent sure about that.

The Hon. NATALIE WARD: About when the events are?

STEVE COX: Yes, specifically when the events are. It would need to be with agreement with the UFC, of course.

ANSWER

Destination NSW is working with UFC to determine the dates of the next two events to be delivered through this election commitment. Destination NSW has contacted UFC to seek their consideration to include advertising relating to the prevention of domestic violence over the remaining two events.

QUESTION (p82)

The Hon. SUSAN CARTER: I think I understood you to say that those people who were able to apply in February of this year did not include existing multi-year. So anybody who has an existing multi-year grant, they will be extended through to December 2025.

ANNETTE PITMAN: That's correct.

The Hon. SUSAN CARTER: But anybody who applied in February this year, they have to wait till early next year to even have their application, potentially, processed?

ANNETTE PITMAN: They were encouraged to apply through the open rounds that we have so that there was a potential for them to be funded before then.

The Hon. SUSAN CARTER: And when do the open rounds open?

ANNETTE PITMAN: Let me see if I have that here. There are two open rounds per year. Round one opened on 20 July and closed 29 August. Sorry, that was 2022 – apologies. I do not have the

2023 dates here.

The Hon. SUSAN CARTER: But they have opened in 2023?

ANNETTE PITMAN: I can take that on notice.

ANSWER

There are two Arts and Cultural Funding Program open rounds scheduled for FY2023-24. Round one opened on 10 July 2023, and closed on 21 August 2023. Round two is scheduled to open on 15 January 2024 and will close on 19 February 2024.

QUESTION (p82)

The Hon. SUSAN CARTER: We heard this morning from the Minister that there is work going on progressing the reopening of the Roxy Theatre at Parramatta. Is Create NSW involved in that work?

ANNETTE PITMAN: We are.

The Hon. SUSAN CARTER: And how many of your staff are working on that?

ANNETTE PITMAN: I would say there are two to three staff working on that.

The Hon. SUSAN CARTER: Full-time, part-time?

ANNETTE PITMAN: Our staff work on a number of projects. We have specialised staff with expertise in theatre and theatre development, so we've assigned those specialised staff to this project.

The Hon. SUSAN CARTER: Perhaps you can take on notice what the full-time equivalent number of staff members are there. That would be great.

ANNETTE PITMAN: I can do that, yes.

The Hon. SUSAN CARTER: Is there a working group involving other agencies and Parramatta Council in place?

ANNETTE PITMAN: I will have to take that on notice.

ANSWER

The Roxy Theatre project team is resourced to progress a Final Business Case for the project, and staffing levels fluctuate depending on the phase of work and support required. The staffing range is between 2 FTE and 2.5 FTE staff.

Create NSW project teams regularly engage with key stakeholders when developing business cases and delivering projects. The Roxy Theatre project team meets regularly with the City of Parramatta Council and has also met with Metro West representatives to support the preparation of the Final Business Case.

QUESTION (p82-83)

The Hon. SUSAN CARTER: I wonder, can I take you to the Registrar General's Building. You're involved in this work?

ANNETTE PITMAN: Yes.

The Hon. SUSAN CARTER: I understand from public reports that work will be complete by October 2024. Is that your understanding?

ANNETTE PITMAN: The Registrar General's Building works are being managed by the Property and Development team in Department of Planning and Environment. We work very closely with them, and the early works are underway, as you say.

The Hon. SUSAN CARTER: Has an advisory forum been established?

ANNETTE PITMAN: Yes. There is a steering committee and a governance structure that oversees that, yes.

The Hon. SUSAN CARTER: Who are the members of the steering committee?

ANNETTE PITMAN: I don't have the list in front of me.

The Hon. SUSAN CARTER: If you could take it on notice I would be very grateful.

ANNETTE PITMAN: But I can take that on notice, yes.

The Hon. SUSAN CARTER: Thank you very much.

ANSWER

Matters regarding the Registrar General's Building Steering Committee are the responsibility of the Minister for Lands and Property.

Question p84

The Hon. NATALIE WARD: Mr Murray, I'm not talking about the pipeline that's coming. I'm talking about those projects that are in delivery right now and, from your infrastructure background, what steps you're taking to manage those risks right now on those projects.

JOSH MURRAY: Ms Drover can give us some more information on how that's being done with the projects that are currently in delivery.

The Hon. NATALIE WARD: Mr Murray, you're the head of Transport. I'm interested in your steps that you're taking in this role to mitigate those risks.

JOSH MURRAY: Yes. Like I said, we have a regular—it's every two weeks. We have all projects in delivery and we go through and examine how they are tracking against the project delivery time line and cost.

The Hon. NATALIE WARD: And the BCRs on those projects—can you talk me through the BCR on the Sydney Gateway project?

JOSH MURRAY: I don't have that to hand, but I'm sure Ms Drover would have it in her file.

The Hon. NATALIE WARD: Yes, sure. We're happy to take that on notice, Ms Drover, because I think Ms Faehrmann would like her time.

Answer

I am advised:

The Sydney Gateway Project's (the Project) Final Business Case estimates that at a 7 per cent discount rate, the Project will deliver a Benefit Cost Ratio of 2.8 when considering total direct benefits and up to 3.6 when considering wider economic benefits.

Further detail is available under Final Business Case Summaries at the Infrastructure NSW website.

QUESTION (p85)

The CHAIR: Just to be clear, the time constraint — the festival organisers have to abide by putting their application in within 60 days online, or 90 days —

CAROLINE LAMB: If it's not online.

The CHAIR: They've done that, but then, within that two-month period, ILGA isn't able to find time for a festival organiser to be able to have a meeting to come and plead their case as to why they should not be deemed a subject festival.

CAROLINE LAMB: I can't imagine, in circumstances where there was that amount of time, we would not be able to find a time for them to come and talk to us. I think on the particular occasion you're referring to — ILGA meets once a month for board meetings. I think the festival organisers — my recollection was that they wanted to come and talk to the full board, and there was not a board meeting in the period of time which would have enabled us to have their input in that way.

The CHAIR: Are you able to provide on notice, perhaps, the number of festivals that have been assessed by ILGA and how many of those festival organisers have been able to appear in person to speak to ILGA about their application?

CAROLINE LAMB: Yes, certainly, I can take that on notice.

ANSWER

Between the commencement of the Music Festivals Act 2019 and 30 June 2023, 40 festivals have been determined by ILGA as subject festivals. ILGA spoke with 14 music festival representatives about their applications.

QUESTION (p86-87)

The CHAIR: Are there any guidelines that exist that you're aware of in terms of the assessment by the police around the numbers of police, what police are charging in terms of user pays? Are there any guidelines?

I'll ask the same in terms of ambulance as well because I've seen differing charges for different festivals. Have you seen anything?

TAREK BARAKAT: I haven't seen anything but I can certainly take that on notice to see if that's something we have. We have guidelines on our website for festival organisers, but they, to my knowledge, don't go to the costs incurred for user-pays ambulance or police, but we can see if we have any information on that for you.

The CHAIR: That would be useful. My hunch is, no, you're not going to find anything, but if you could search very thoroughly, that'd be great.

TAREK BARAKAT: Happy to search, Ms Faehrmann.

ANSWER

The information for music festival organisers on www.nsw.gov.au/working-and-business/music-festivals includes generic information on user pays services and refers people to the relevant agency website for further information.

Question p87

CAMILLA DROVER: I don't have a huge amount of additional information other than to say that we have opened the overpass. There will be some temporary changes to that precinct until we open the full Rozelle interchange because we've still got to do some surface staging works, but I am happy to take on notice to see exactly what we are doing at that particular intersection. But I am hoping now that we've opened that overpass it will alleviate some of the issues. But as I said, there are some temporary traffic changes whilst we complete the Rozelle interchange and particularly those surface works.

The CHAIR: Can I just check, then, with that response? Is it Transport for NSW's position that you will reinstate the right-hand turn there at Johnston Street and The Crescent, or are there a range of options that you're looking at and that's not necessarily one of them now?

CAMILLA DROVER: I might take that on notice, given there's quite a few right-hand turns and it's quite a complicated set of intersections.

The CHAIR: Okay.

CAMILLA DROVER: Yes. I can take that on notice, and particularly provide perhaps the staging, because things are changing with time between now and the end of the year.

Answer

I am advised:

Transport for NSW is currently reviewing the intersection, with a particular focus on the peak periods. Several options are being explored to find a permanent safe solution.

Monitoring of the intersection has shown the recent changes, including the right-turn ban from Johnston Street into The Crescent, have improved intersection performance and safety, reducing conflicts between drivers and pedestrians.

Transport for NSW will continue to monitor the intersection across the coming months as new travel patterns stabilise and make the necessary adjustments as required to accommodate the changing traffic conditions.

QUESTION (p89-90)

The Hon. NATALIE WARD: Mr Cox, just in relation to the Regional Event Fund, the Tourism Product Development Fund and the Nature-based Visitor Experience Development grants, has the Minister's office advised Destination NSW on the status of these programs?

STEVE COX: Yes.

The Hon. NATALIE WARD: What is that advice?

STEVE COX: Sorry, I was getting my notes as I was listening to you. The Regional Event Fund – we have \$917,000 in the FY24 budget commitments and 38 successful applicants. The incubator stream was cancelled. The flagship stream is progressing; that's \$580,000 with 27 successful applicants. The event development stream is progressing at \$37,434, with one successful applicant. There are triennial grants, which are ongoing commitments from previously – so where an incubator then moves into another fund. There are 10 of those ongoing at \$300,000. The Regional Business Event Development Fund – I think you asked for that one?

The Hon. NATALIE WARD: Yes.

STEVE COX: There is \$30,000 in the FY24 budget commitment.

The Hon. NATALIE WARD: Sorry, mine was – I don't know if it is the same thing – the Nature-Based Visitor Experience fund. Same?

STEVE COX: The nature-based visitor fund was cancelled. There are no successful applicants and zero in the budget.

The Hon. NATALIE WARD: Have those applicants been contacted by Destination NSW in regard to the status of their applications?

STEVE COX: Yes. As soon as we were advised, the process gets put forward. I couldn't tell you if each individual one has necessarily received a call or the communication, but I certainly know that my team has gone out and advised through their processes – their usual processes – to successful applicants and other applicants. I would have to take on notice the specifics around –

The Hon. NATALIE WARD: If you could take on notice, please, whether those applicants have been

contacted by Destination NSW in regard to the status of their applications? That would be helpful.

STEVE COX: Yes. The usual processes were certainly put in place.

The Hon. NATALIE WARD: If that's the case, and they have been contacted, could you also let us know what information has been provided to those businesses in regard to the status of their application—so successful or not?

STEVE COX: Sure.

The Hon. NATALIE WARD: Where it hasn't completed or has been cancelled, has Destination NSW advised those applicants that the program will not be proceeding at this time for those that have been cancelled?

ANSWER

Regional Business Event Development Fund

- Destination NSW issued correspondence to all applicants that the Regional Business Event Development Fund was not proceeding as planned.
- One applicant, PRIMEX Field Days in Casino, was the sole recipient of the fund on this occasion and was informed of the outcome. This application was assessed by Destination NSW to have the highest return on investment for the state.
- Applicants were encouraged to keep in touch about the range of programs Destination NSW offers in terms of business development, capability building and promotion, and to sign up for its industry newsletter Insights.

Regional Event Fund

- Destination NSW issued correspondence to all applicants that the Incubator Stream of the Regional Event Fund was not proceeding as planned.
- Applicants were encouraged to keep in touch about the range of programs Destination NSW offers in terms of business development, capability building and promotion, and to sign up for its industry newsletter Insights.
- Destination NSW issued correspondence to all successful and unsuccessful applicants to the other streams of the Regional Event Fund – the Flagship Events stream, the Event Development Stream, and those with existing triennial agreements in place.
- This correspondence included details of the funding provided to successful applicants. Unsuccessful applicants were encouraged to keep in touch about the range of programs Destination NSW offers in terms of business development, capability building and promotion, and to sign up for its industry newsletter Insights.

Tourism Product Development Fund: Nature Based Visitor Experience Development Grant:

- Destination NSW issued correspondence to all applicants that the Tourism Product Development Fund: Nature Based Visitor Experience Development Grant was not proceeding as planned.
- Applicants were encouraged to keep in touch about the range of programs Destination NSW offers in terms of business development, capability building and promotion, and to sign up for Insights its industry newsletters.

QUESTION (p90)

STEVE COX: Sorry, I've just flicked through some of the notes, Ms Ward, so a bit more information. On 4 September, Destination NSW advised – this is for the Regional Business Event Development Fund, as an example – all applicants that the regional business event fund would not proceed as planned. Applicants were encouraged to keep in touch about the range of programs et cetera, et cetera. Successful grant program applicants are directly notified of the outcomes of their submissions, and public announcements are made.

The Hon. NATALIE WARD: Alright. But I note that you've taken on notice – just for clarity – that you'll provide that.

STEVE COX: Sure, I'll come back and do a double-check.

ANSWER

See answer to QoN p89-90