

TRANSPORT
Hearing Date: 3 September 2024
Questions on notice

Question no: 1

Transcript page no: 4

The Hon. NATALIE WARD: Sorry, just to clarify your answer earlier—you pointed to those two projects. So you're saying Parramatta Light Rail and the opening of the metro saved \$3 billion from the capex budget for this financial year?

BRENDA HOANG: They were a component of the reduction—including WestConnex as well—along with Parramatta Light Rail and, as I said, Gateway. There are four major projects that were completed in this particular financial year compared to the last financial year. That would be the majority of why the budget has been reduced.

The Hon. NATALIE WARD: What were the other components?

BRENDA HOANG: Components relating to potential in-year underspends for projects that were delayed, and therefore some of that budget would have been moved into the forward estimates.

The Hon. NATALIE WARD: But you can't say \$3 billion was saved from the opening of projects when last year it was projected that \$20 billion would be spent. This year it's \$17 billion. You would have known what is coming online. You would have known what projects would be opened. Are you saying that those projects accounted for \$3 billion worth of savings?

BRENDA HOANG: I'm saying those projects account for a large portion of the reduction and then the balance is a number of ins and outs within the budget for this year, including new investment decisions that were made as well as underspends.

The Hon. NATALIE WARD: All right. You might take on notice where the underspends were and provide that back to the Committee.

BRENDA HOANG: I'm happy to do that.

Answer:

I am advised

Project expenditure varies during the project lifecycle stages including planning and development, procurement, delivery, and operation. In the early stages of project lifecycle, costs may be lower as the project scope is defined and estimates for resources and timelines are established and refined.

As the project progresses into delivery stage, expenditure can increase with the mobilisation of resources and reduce as the project are nearing finalisation and having passed their peak delivery and expenditure phase. Several major projects including Sydney Metro City and Southwest, Sydney Gateway and Parramatta Light Rail Stage 1 have been delivered or nearing finalisation and hence their annual budget allocations have reduced between 2023-24 and 2024-25 Budgets.

Question no: 2

Transcript page no: 4

The Hon. NATALIE WARD: Which projects were delayed as a result of this cut?

BRENDA HOANG: I wouldn't call it a cut, per se. It's a reduction in our annual budget.

The Hon. NATALIE WARD: Fine—a reduction, cut, missing or gone somewhere. Some \$3 billion was there last year and it's not this year.

BRENDA HOANG: I'm happy to take that on notice because there are quite a few number of projects—anywhere from larger projects to smaller projects.

The Hon. NATALIE WARD: Yes. Were any of those projects delayed?

BRENDA HOANG: I'm happy to take that on notice.

The Hon. NATALIE WARD: All right, so everything is on track?
BRENDA HOANG: Again, I'm happy to take that on notice.
The Hon. NATALIE WARD: If I could have that answer today that would be appreciated, because it's quite a big amount. It doesn't seem that, other than those projects that are opened, we've got clarity about it.
I would be appreciative if we could have that today—about what the other components were, and what's been delayed and what hasn't been delayed.
BRENDA HOANG: I'm happy to take that on notice and come back.

Answer:
I am advised

The 2024-25 budget allocations for key projects are outlined in Budget Paper 3, Infrastructure Statement, pages 4-51 to 4-58 and pages 5-3 to 5-4.

Transport for NSW has undertaken a strategic review of project forecasts and aligned budgets and project timelines accordingly. Previous forecast figures were reviewed for the whole of Transport portfolio as part of the 2024-25 Budget Process.

Question no: 3
Transcript page no: 6 to 7

The Hon. NATALIE WARD: With respect, Minister, that's not what I asked. My question was has any capital expenditure or project been pushed back by the Government since the last budget?

Ms JO HAYLEN: There are projects that we are dealing with that we have inherited from the former Government that are not on track. For example, the procurement of regional rail. That was a contract signed by your former colleague Andrew Constance, the former transport Minister. While those trains were supposed to have arrived from Spain by now, at the moment we are only in receipt of two of those 29 trains. That's a good example of how projects may fluctuate across the budgets.

The Hon. NATALIE WARD: Have any of the projects that are not in delivery been pushed back?

Ms JO HAYLEN: It's very difficult to deliver a train when it hasn't arrived yet from Spain.

The Hon. NATALIE WARD: Is that the only example you've got?

Ms JO HAYLEN: There are other trains. For example, the new intercity fleet—a large procurement, again, that the former Government purchased from overseas without consulting with the transport workforce and a project that blew out from \$2.3 billion to \$3.2 billion, almost a 40 per cent increase. As you can appreciate, depending on procurement decisions and the basis on which you determine those decisions, projects can fluctuate.

The Hon. NATALIE WARD: It's your evidence to this Committee that only train procurement has been pushed back by the Government?

Ms JO HAYLEN: They're two examples that I've provided to the Committee.

The Hon. NATALIE WARD: Would you like to take it on notice and provide more detail?

Ms JO HAYLEN: They are two examples that I've provided to the Committee. I think they're pretty good examples.

The Hon. NATALIE WARD: Are there any others?

Ms JO HAYLEN: You asked a question previously of Brenda, and I'm sure that we'll provide further information if you'd like to ask a specific question about any specific projects.

Answer:
I am advised

I refer to the response to Question on Notice 2.

Question no: 4

Transcript page no: 12

The Hon. MARK BANASIAK: I might quickly change tack. Minister, where are we up to with the Point to Point statutory review that was supposed to occur two years after the passing of the legislation in 2022?

Ms JO HAYLEN: I think we are in process with that. I'd be happy to hand to Anthony Wing about those issues.

ANTHONY WING: I haven't heard a specific date. I think Transport for NSW has been preparing to hold it later this year or early next year, but I haven't heard a specific date.

The Hon. MARK BANASIAK: Do we have any terms of reference? Do we have any details on the process as to how it's going to be conducted? Are you going to be calling for submissions from operators, owners and drivers, and the various rideshare companies as well?

ANTHONY WING: I would assume that it will be run in the same way any other thing is—calling for public submissions, asking for input et cetera.

Ms JO HAYLEN: This was due to come in two years after deregulation came in, so we will absolutely be meeting that timeline and we will engage in the usual ways. I'm happy to provide you further information about that, Mark.

Answer:

I am advised

Section 161 of the *Point to Point Transport (Taxis and Hire Vehicles) Amendment Act 2022* states that as soon as possible two years after the commencement of certain provisions of the Act, the Minister is to undertake a review to assess whether the policy objectives of the amendments remain valid, and whether the terms of the amendments remain appropriate for securing the policy objectives.

The relevant amendments are those set out in five separate items of the Amendment Act, each with differing commencement dates. Four of the items commenced on 1 February 2023, and one commenced on 1 August 2023. Given the related purposes of these amendments, it is appropriate to carry out a single review process. The review will therefore commence as soon as possible after 1 August 2025, with a report to be tabled before 1 August 2026.

Question no: 5

Transcript page no: 15

The Hon. NATALIE WARD: Minister, a long-term growth funding program—where can I find that? What page of the budget can I find the funding for the long-term growth funding program?

Ms JO HAYLEN: We have made a down payment of \$24 million—

The Hon. NATALIE WARD: Yes. Where is that?

Ms JO HAYLEN: —for the most affected bus areas that were neglected by your Government. That's the north-west and the west—suburbs like Blacktown, suburbs like Mount Druitt, suburbs like—

The Hon. NATALIE WARD: But, Minister, I just want to turn to the budget. What page is that long-term growth funding program on?

Ms JO HAYLEN: There is also an investment in the budget, again, of around \$24 million to \$25 million to develop a medium-term bus plan—again, a recommendation of the Bus Industry Taskforce—so that we have a plan to deal with the investment that is needed, particularly in these areas.

The Hon. NATALIE WARD: So where in the budget is that?

Ms JO HAYLEN: It's an investment in the budget.

The Hon. NATALIE WARD: Where? What page?

Ms JO HAYLEN: If you need the specific page number or reference—
The Hon. NATALIE WARD: Yes, I can't seem to find it. That's the problem.
Ms JO HAYLEN: —I'm more than happy to take that on notice.

Answer:

I am advised

The following amounts referred to below are funded as part of the 2024/25 budget:

- A further \$24.7 million will boost bus services in Western Sydney, including approximately \$5 million for the procurement of additional buses. This will specifically target bus service improvements in areas including Penrith, Mount Druitt, Blacktown, St Marys, Kemps Creek, Eastern Creek and Arndell Park to deliver bus services that communities can rely on.
- \$23.8 million is allocated to a State-Wide Medium Term Bus Plan and supporting business case to identify future bus network enhancements.

In addition to the new funding above, capital funding for buses over four years to 2027-28 in the 2024/25 budget includes:

- \$327.1 million for delivery of New Bus Services for Western Sydney.
- \$467.8 million for procuring New Buses to cater for NSW Services.
- \$1.9 billion for the Zero Emission Buses Program.

Question no: 6

Transcript page no: 16

The Hon. NATALIE WARD: Mr Murray, can you tell me what page in the budget the program is? The long-term growth funding program delivered by your Government, as recommended by the review—where is that in the budget?

JOSH MURRAY: Thank you for the question. I'll take the actual page number on notice and perhaps refer that back to you shortly.

Answer:

I am advised

I refer to the response to Question on Notice 5.

Question no: 7

Transcript page no: 17

Ms JO HAYLEN: On your previous question, I have been provided with information that says that the line item in relation to the medium-term bus plan is on page 25 of the overview document.

The Hon. NATALIE WARD: Yes. Mr Murray, it's clear that you do these reviews, you do the press conferences and you ask for all of these things to be done, but we're concerned about the implementation of these recommendations. Given it's been 18 months, there have been three reports and it's at great expense, we would like to see, and these questions go to, where it is, that the industry can understand. In relation to the \$194 million, is that on that page also, Mr Murray?

JOSH MURRAY: There are a number of elements on that page that spell out investment in buses.

The Hon. NATALIE WARD: Recurrent operational funding of \$194 million, is that there?

JOSH MURRAY: I'll take that on notice.

The Hon. NATALIE WARD: The \$909 million in capital funding provided by the Government to Transport in the last budget, Ms Hoang, is that in there?

BRENDA HOANG: I'll have to take that on notice.

Answer:
I am advised

The following amounts referred to below are funded as part of the 2024/25 budget:

- A further \$24.7 million, that will boost bus services in Western Sydney. This will specifically target bus service improvements in areas including Penrith, Mount Druitt, Blacktown, St Marys, Kemps Creek, Eastern Creek and Arndell Park to deliver bus services that communities can rely on.
- \$23.8 million allocated to a State-Wide Medium Term Bus Plan and supporting business case to identify future bus network enhancements.

The Medium Term Bus Plan is in development which will be used to support future investment decisions.

Question no: 8
Transcript page no: 20

The CHAIR: Those Brookvale buses to ensure that commuters starting their trips from there can get on—when does it look like they'll be on the road?

HOWARD COLLINS: It takes around about 12 months from conversion to final delivery. But we're also reallocating the fleet wherever possible. We haven't ordered a new bus for a long time, apart from the small number of ZEBs which have arrived now.

The CHAIR: How many, Mr Collins? I'm keen on those numbers as well. How many electric buses do we have in place?

HOWARD COLLINS: I could give you a round figure, but I will take it on notice and give you the figure today. It's about 150 vehicles. People are seeing them more and more. The other thing, just as I may finish, is the investment for rapid buses. That will be delivered by 2026, working with my colleagues—\$306 million. We are going to use over 50 new, zero-emission buses as part of that work. We think it's important that Western Sydney gets the benefit of these electric buses. We know the airport requires a workforce to operate it, and that workforce comes from Campbelltown, from Liverpool, and the only way you can get there is by having a good rapid bus service.

Answer:
I am advised

As at 5 September 2024, a total of 155 Zero Emission Buses were in service across NSW. This includes 152 battery electric buses in Greater Sydney and three battery electric buses in Newcastle.

Additionally, there is one hydrogen bus in Unanderra, two battery electric buses in Armidale and two battery electric buses in Tweed (four in total) as part of the regional trials.

By 2028, around 1,700 battery electric buses are expected to be operating in Greater Sydney.

Question no: 9
Transcript page no: 20

The Hon. MARK BANASIAK: I wasn't going to ask about buses, but I was provoked by Mr Murray's comment that we have a plan that is going to cost us \$24 million. Can you give us some detail as to the itemised costing of that plan? What does \$24 million get us in a plan? To the average punter, it seems a pretty obscene amount just to come up with a plan. What does it entail?

JOSH MURRAY: Thank you for the question. We will be detailing exactly how that plan will come about over the period that was just set out by the Minister before. I would stress that, throughout the allocations made in the budget, we are spending \$3 billion over the next four years on all the elements that have been mentioned by the Minister and my colleagues in the past few answers. In terms of then how we take that 10-year investment forward, that's what the \$24 million will start to set up and to craft out, and also to make the early investments in the structures that are required to deliver that.

The Hon. MARK BANASIAK: So that \$24 million includes some investment in physical infrastructure. Is that what you're saying?

JOSH MURRAY: I'll take it on notice in terms of the timeline that we will come back on the exact makeup of the medium-term bus plan. But obviously we need the expertise and the long-term planning to put around that, and it will be an investible case that we can bring back to government to fund for a decade.

Answer:

I am advised

The Medium-Term Bus Plan is a 10-year roadmap that will outline service improvements for customers across NSW. The Plan will prioritise restructuring the bus network, increasing service frequency and expanding network coverage over the next 10 years. The Plan will respond to current and future needs for growth, equitable services, housing, school services and key recommendations from the Bus Industry Taskforce.

The Program Strategic Business Case and Final Business Case will investigate the future infrastructure and fleet requirements to deliver the outcomes of the Medium-Term Bus Plan. This includes considering required road infrastructure to enable bus priority improvement, new depot and depot expansion requirements, new bus stops, interchanges, bus technology and other improvements to enable the Plan outcomes. Development of the Program Strategic Business Case will commence shortly.

Question no: 10

Transcript page no: 21

The Hon. MARK BANASIAK: Given that this has become a good resource for fishers—and while it's not determined when we'll get, or if we will ever get, a ferry wharf service going there—what are we going to do about the current rules that only permit six people to be fishing on a wharf at any one time? It seems like we've got this great big fantastic fishing wharf now. What are we going to do if only six people at any one time can fish on a wharf, in accordance with the Ports and Maritime Administration Act?

HOWARD COLLINS: I would take that away and take that on notice. Obviously the wharf also provides significant public vessel mooring, and we have gone out to expression of interest—that will be closed in the next couple of weeks—for operating a number of commercial ferry services. We have had a number of parties interested in that, so it will be a multi-user wharf. It is significant, as you know, because of the tides and the shallow depth, particularly on the Kurnell side. But I will take it away and, maybe outside of the estimates, we can have a discussion with the head of Maritime to see what is possible, considering the extent and size of that wharf.

Answer:

I am advised

At this stage there are no proposed restrictions to the number of people fishing from the Kamay Wharves. However, this will be assessed over time to ensure the safety of all people using the wharves including future ferry passengers.

Question no: 11

Transcript page no: 21

The Hon. MARK BANASIAK: Yes. It seems a potential waste of a good resource there. Minister, I asked some questions of you on notice around your meetings and dealings around the cruise industry. You said you met with the Port Authority and the Tourism and Transport Forum around the future of cruising on 27 February this year. Have you had any other meetings with cruise industry stakeholders since then?

Ms JO HAYLEN: I'd have to check my diary and get back to you. I don't recall any other meetings.

But I think our discussion previously was about the potential expansion of or a future cruise terminal. I'm happy to update you in relation to that important work because, while there is capacity at the Overseas Passenger Terminal and the White Bay Cruise Terminal in the short term, we do need a long-term plan. The industry has formed, with government, a group to look at those options and will be advising of their recommendations to government as well. It's important that we have made sure that we're engaging with the industry about a future plan for a cruise terminal.

Answer:

I am advised

I have not had meetings with cruise industry representatives since 27 February this year.

Question no: 12

Transcript page no: 21

The Hon. MARK BANASIAK: Are you able to tell us what options that group is considering?

Ms JO HAYLEN: They are considering options both inside of Sydney Harbour and up and down our coast, and they'll provide their recommendations to government.

The Hon. MARK BANASIAK: Do you have a timeline for when you expect to get those recommendations?

Ms JO HAYLEN: I don't in front of me. I'll come back to you. By the end of the year, I've just been told.

Answer:

I am advised

The recommendations are expected to be provided to the NSW Government by mid-2025.

Question no: 13

Transcript page no: 32

The Hon. MARK BANASIAK: You'll probably have to take this on notice unless our boating guru, Mr Collins, has it in front of him, but from the financial year ending 30 June, how much did the fund receive in total revenue from boat licences, PWC licences, boat registrations, PWC registrations, private moorings, wetland leases, commercial leases and port fees?

Ms JO HAYLEN: I'd have to take that on notice.

HOWARD COLLINS: I think we'll take those on notice. Some of those, obviously, are commercially sensitive. You can imagine, particularly, commercial arrangements. But we'll take that on notice.

The Hon. MARK BANASIAK: I don't need them itemised in terms of who paid what. I just want a total figure in terms of how much revenue we got from commercial leases and private leases.

Answer:
I am advised

Information on boat licenses and registrations, channel fees and mooring will be published in Transport for NSW's Annual Report. The 2023-24 annual report is currently being compiled.

Question no: 14
Transcript page no: 32

The Hon. MARK BANASIAK: Just sticking with the Centre for Maritime Safety, what's its current funding allocation and how many staff does it have? That's probably an operational question.

JOSH MURRAY: Mr Banasiak, I'll take that on notice. It shares budget funding with the Centre for Road Safety, in terms of their place within the organisation—within the policy unit—so I'll get that breakdown for you.

Answer:
I am advised

The 2025 Financial Year Budget for the Centre for Maritime Safety is \$5.5 million.
The total FTE for the Centre for Maritime Safety is 14.75.

Question no: 15
Transcript page no: 33

The Hon. MARK BANASIAK: Thank you, that would be good. Was the Recreational Vessels Advisory Group consulted on these fee increases at all, before the announcement was made?

Ms JO HAYLEN: My Maritime Advisory Council was briefed and—

The Hon. MARK BANASIAK: No, the Recreational Vessels Advisory Group. I don't know whether that's even still meeting.

Ms JO HAYLEN: I have not met with them. I have the Maritime Advisory Council that includes a range of key stakeholders, that I'm sure you'd be familiar with. I'm happy to provide you with the names of those members and, yes, they were consulted prior to the Government's announcement.

HOWARD COLLINS: Yes, Maritime Advisory Council—I don't know whether that's the same or different—was briefed.

The Hon. MARK BANASIAK: No, but I've got questions on the Maritime Advisory Council too, so that's fine. So the Recreational Vessels Advisory Group wasn't—

HOWARD COLLINS: I haven't got a note but we will take it on notice and look at that. When it comes to consultation, Maritime Advisory Council were briefed about pricing changes, and we obviously briefed a number of other agencies and those involved in new policy.

Answer:
I am advised

The Recreational Vessel Advisory Group was not consulted on the fee increase. The fee increase formed one part of a long term funding strategy. As per NSW Budget process, the overall submission was Cabinet-in-Confidence.

The fee increase, including rationale and approach, has since been discussed with Recreational Vessel Advisory Group members at a meeting held on the 1 August 2024.

Question no: 16

Transcript page no: 33

The Hon. MARK BANASIAK: The Waterways Fund has a separate governance committee, is that correct, outside of the Maritime Advisory Council?

Ms JO HAYLEN: I'd have to take that on notice; I'm not aware.

The Hon. MARK BANASIAK: Okay. Taking it on notice, can you ask what their level of engagement was in this process when you looked at the state of the fund?

Ms JO HAYLEN: I'm happy to take that on notice as well, Mr Banasiak.

Answer:

I am advised

The Waterways Fund has a separate governance committee, the Maritime Investment Committee. The Waterways Fund is subject to the normal Transport for NSW financial policies and Treasury approval processes.

Question no: 17

Transcript page no: 36

The Hon. NATALIE WARD: Mr Longland, you made an offer to the union of 11 per cent over three years. I'm going to ask you directly: What was the forecast cost?

MATT LONGLAND: I haven't got those numbers on me. I'd need to check whether we can make those available.

The Hon. NATALIE WARD: Can you get those today?

MATT LONGLAND: I'll have a look.

Answer:

I am advised

This information is Cabinet Sensitive.

Question no: 18

Transcript page no: 36

The Hon. Dr SARAH KAINE: The witness did undertake to take the question on notice and get information. To be continually badgered is not reasonable.

The CHAIR: I think the member was clarifying as to when that would occur in terms of getting the detail, so I won't uphold the point of order, but I will remind members that witnesses are able to take questions on notice.

The Hon. NATALIE WARD: Certainly. Mr Longland, do you think that you might be able to ascertain that number in the course of the next few hours today?

MATT LONGLAND: I would need to take advice about that number and the process which is underway with the Government currently around budget committee and Cabinet processes. If I'm able to provide any information and that information is available, I'll endeavour to do so.

Answer:

I am advised

I refer to the response to Question on Notice 17.

Question no: 19

Transcript page no: 39

Ms ABIGAIL BOYD: Good afternoon, Minister, and to all of you. I just wanted to ask about how we are going with making all of our public transport accessible. You'll recall this is something I ask about at every estimates. I understand that, as of March, we were looking

at around 72.6 per cent of all of our suburban, intercity, metro and regional stations being independently accessible. You said last time that we didn't have an actual timeline for making the rest accessible. How have we developed on that?

Ms JO HAYLEN: I don't have an update to that percentage, but I'm happy to take that on notice.

Answer:

I am advised

As of 12 September 2024, 73.35 per cent of suburban, intercity, metro and regional stations are now independently accessible.

The NSW Government is committed to providing accessible, modern and integrated infrastructure across the NSW transport network. The 2024-25 NSW Budget allocated a total of \$547.5 million over four years to continue to deliver and develop station accessibility upgrade projects under the Safe Accessible Transport program.

Locations with funding committed for design and investigation and delivery of accessibility upgrades are available on the program webpage. Projects that are funded for delivery have expected completion dates available on their respective webpages.

Question no: 20

Transcript page no: 39

Ms ABIGAIL BOYD: The previous Government didn't look at it until at least 2019, so you were behind before you even got started. However, what I would hope to see is some sort of schedule or timeline of when those things will be accessible. For example, if I was a person with mobility needs and I wanted to buy a house somewhere, it might not be accessible now, but I might be able to see, on the current trajectory, if we are looking at a five-year horizon or a one-year horizon. Has that work, of doing an audit and then a timeline, been done?

Ms JO HAYLEN: I'll have to come back to you on a longer term timeline. We have been able to provide the community with assurance around the seven stations that are currently in development and construction and then the additional stations that are now in the design phase. All of that information is public. We particularly have issues across our regional network. I appreciate that those communities would want certainty as to whether or not that upgrade was occurring. I don't have visibility of this at this time. If there are specific instances that you would like some clarity on, I'm happy to take that on notice. I have information in front of me that our initiatives have resulted in 73 per cent of the heavy rail network being accessible. Of course, many services are already 100 per cent accessible.

Answer:

I am advised

I refer to the response to Question on Notice 19.

Question no: 21

Transcript page no: 39 to 40

Ms ABIGAIL BOYD: I'm not asking you to have solved everything, and I'm not saying you've done nothing. Clearly, things are progressing, but people want to know what the timeline is, based on an audit having been done of what needs to be done. I guess that's what I'm asking for.

Ms JO HAYLEN: I appreciate that, and I know those steps at Tempe very well. I understand why it is absurd for those passengers, particularly those with disability. Again, I

can give clarity on those stations that we have committed to in this round. We do have an across-the-network audit that we'd be able to provide some information on to you. I want to be very clear, though, it doesn't give you a specific timeline on when the steps at Tempe will, instead, be a lift.

Answer:

I am advised

Transport for NSW determines the priority of upgrades using evidence-based criteria. Information on the criteria is available on the program webpage.

Locations with funding committed for design and investigation and delivery of accessibility upgrades are publicly available on the program webpage (www.transport.nsw.gov.au/safe-accessible-transport).

Transport for NSW continues to work towards, and remains committed to, improving accessibility outcomes for our passengers and meeting DSAPT compliance targets.

Question no: 22

Transcript page no: 40

JOSH MURRAY: Ms Boyd, if I could just add to the Minister's comments around the heavy rail stations that are yet to be dealt with under those programs—both TAP and the new SAT program. At the completion of the current level of investment, around 14 per cent of the 373 train stations would then remain not accessible, and a further 13 per cent would be accessible with access—so, potentially, like Tempe, which you've just mentioned. I'm sure we could provide you some more information on those, but then the next rounds of future assisted transport funding would have a much smaller list to go after.

Answer:

I am advised

Following the completion of projects currently funded for delivery under the Safe Accessible Transport program:

- 75.2 percent or 285 of the state's existing 379 suburban, intercity, metro and regional stations will be classified as Independently Accessible.
- 12.14 percent or 46 of the state's existing 379 suburban, intercity, metro and regional stations will be classified as Assisted Access.
- 12.66 percent or 48 of the state's existing 379 suburban, intercity, metro and regional stations will be classified as Not Accessible.

Question no: 23

Transcript page no: 47

The Hon. NATALIE WARD: When will the full return be? When do you anticipate that will be so?

JOSH MURRAY: I couldn't give you an answer on that today. Once we table tomorrow, I'd hope to be able to provide more detail in a cover note.

Answer:

I am advised

The final tranche of documents in response to the SO52 on Government Initiated Roads and Transport reviews was produced to the Cabinet Office on 18 September 2024.

Question no: 24**Transcript page no: 47**

The Hon. NATALIE WARD: That's extraordinary. Let's get onto the budget. Does Transport for NSW still track the capital expenditure for projects for each financial year?

JOSH MURRAY: Yes, we do.

The Hon. NATALIE WARD: Does it still estimate the expected expenditure over the four-year forwards and beyond for those projects?

JOSH MURRAY: Yes. There's a range of elements that take place in that—both the budget papers processes, which set out those multi-year funding proposals, and also through our internal processes with our financial advisory committees that make sure that projects are staying on track and that high-profile projects are particularly closely watched.

The Hon. NATALIE WARD: Perhaps on notice—and I think we did this last time when we went through this process—can you provide the estimated expenditure for the previous financial year, 2023-24, and the estimated financial expenditure for each year over the next four-year forwards for each of these projects? I put them into a table. If it's helpful, I might table that. I think we did this on a project last year. Are you able to provide those to the Committee?

JOSH MURRAY: I'm happy to have a look at that and take it on notice, yes.

Answer:**I am advised**

Transport for NSW monitors project expenditure and the annual capital expenditure figures for major projects are published in the Transport Annual Report. For example, the Transport for NSW 2022-23 Annual Report, Appendix 5, pages 119-122 outlines capital expenditure for major projects for the 2022-23 financial year.

The forecast expenditure for the four-year forward estimates period for major projects is outlined in Budget Paper 3, Infrastructure Statement. For example, 2024-25 Budget Paper 3, Infrastructure Statement, pages 2-35 to 2-43 and pages 2-46 to 2-48, outlines the capital expenditure to 2027-28 for major projects. 2023-24 Budget Paper 3, Infrastructure Statement, pages 2-30 to 2-36 and pages 2-38 to 2-40, outlines the capital expenditure to 2026-27 for major projects.

Question no: 25**Transcript page no: 48**

The Hon. NATALIE WARD: On the employee-related expenses in the budget, what percentage of those in Transport are covered in the EBA negotiations?

MATT LONGLAND: I would need to probably take that on notice to take a look at the detail.

Answer:**I am advised**

Sydney Trains and NSW TrainLink employee related expenses are outlined in Note 4 of the respective agencies' financial statements for the year ended 30 June 2023.

Employee Related Expenses in both agencies' financial statements relate to employees covered under the Sydney Trains and NSW TrainLink enterprise agreement.

Personnel services expenses, shown separately in the agencies' financial statements, relate to managers and executives not covered under the Enterprise Agreement.

Question no: 26

Transcript page no: 48

The Hon. NATALIE WARD: How much of those are covered in these EBA negotiations?
MATT LONGLAND: I'd have to look at the detail. It's not just our staff; it's also NSW TrainLink. As you know, there's employees that are covered under the enterprise agreement, and there's employees that are either managers or executives, like myself, that aren't covered under the EA. Employee expenses also includes overtime, and it includes allowances. It's not as simple as dividing one number by another.

Answer:

I am advised

I refer to the response to Question on Notice 25.

Question no: 27

Transcript page no: 50

The CHAIR: Ms Mares, is there somebody who has overall responsibility under you for active transport?
TRUDI MARES: Yes, that's correct. I have an executive director for Cities and Active Transport.
The CHAIR: What's the team like under that person? How many FTEs?
TRUDI MARES: I would have to take that on notice to give you the exact numbers.

Answer:

I am advised

As at the end of August 2024, there were 54.6 FTE in Active Transport (previously called Cities and Active Transport). There are a further 60.0 FTE in the Department of Planning, Housing and Infrastructure's establishment who work at Transport in Active Transport who will become Transport employees following the recent amendments to the Transport Administration Act.

Question no: 28

Transcript page no: 50

The CHAIR: The Get NSW Active program, which I understand has closed to further applications—do you know off the top of your head, Ms Mares, whether all the funds have been allocated in those previous three rounds?
TRUDI MARES: I'll just check that for you. I understand that, yes, they closed at the end of last year. There was \$60 million in grant funding available. We have allocated all of that funding, and we allocated \$50 million in the previous financial year.
The CHAIR: Is it your understanding that the Get NSW Active program is ongoing? Was that in the budget? I don't have the relevant part of the budget on me. Is that grant ongoing over the forward estimates?
TRUDI MARES: I'll need to check the budget papers for that. I've only got the current year in there. I don't know that we've got it allocated in the budget papers in the forwards, but we are looking internally at allocations—yes.
The CHAIR: If you could also take on notice—because I assume you will need to for this question. You said that the full grant amount of \$60 million was spent in the last round. The round before that was \$50 million. Where does the funding that isn't allocated or acquitted go to?
TRUDI MARES: I believe we have used all of the funding allocated for the program. I can just check where that's gone. I'll take that on notice.

Answer:
I am advised

The Get NSW Active program allocates the full funding amount allocated each year. In Financial Year 2024-25, \$60 million of funding was available to the program which included an additional \$10 million of dedicated Active Transport to School funding on top of the annual \$50 million Get NSW Active Funding.

The Get NSW Active program forms part of the broader Active Transport program, for which ongoing budget is allocated in the forward estimates. The Get NSW Active budget is confirmed and allocated on an annual basis.

Any funding that is awarded but not spent on the program is returned to the program contingency, used to fund variations as required.

Question no: 29
Transcript page no: 50

The CHAIR: My next question is in relation to the issue of ships docked at White Bay and the fumes that come from those ships. Who can I direct that to?

JOSH MURRAY: We may need to take this on notice for you. NSW Ports is not directly under the umbrella of Transport for NSW.

The CHAIR: I'll see who to submit that to. That's fine.

Answer:
I am advised

The Australian Government regulates air emissions from ships via the *Navigation Act 2012 (Cth)*, which are covered by the International Convention for the Prevention of Pollution from Ships (MARPOL) administered by the International Maritime Organization. Since January 2020, MARPOL has applied a requirement for vessels to use fuel with 0.5 per cent sulphur content.

Since 2016, in Sydney Harbour the Australian Maritime Safety Authority has required cruise vessels when at berth to use either low sulphur fuel (maximum 0.1 per cent m/m) or an alternative measure that achieves an equivalent outcome, in accordance with subsection 246(1)(b) of the *Navigation Act 2012 (Cth)*.

Question no: 30
Transcript page no: 51 to 52

The Hon. MARK BANASIAK: Outside of the Kamay ferry wharves, has the Waterways Fund recently been used for other commercial ferry wharves in terms of funding?

HOWARD COLLINS: We've done a lot of funding on a number of wharves, many of them multi-user wharves. I can get you the details of the list of all those wharves that we've used for the fund.

The Hon. MARK BANASIAK: I'm just after specifically ones that have come from that Waterways Fund, or have they all come from that Waterways Fund?

HOWARD COLLINS: Some funding of wharves is outside of the Waterways Fund.

Transport for NSW obviously looks and assesses those, but the majority of those wharves that are managed by Maritime obviously are covered by that Waterways Fund. I can provide that list of which wharves have been either upgraded or the expenditure has come from the Waterways Fund.

The Hon. MARK BANASIAK: I'm just after the Waterways Fund component. Has any money from the Waterways Fund been used to build the Eden wave attenuator? If so, how much?

HOWARD COLLINS: That was a project from the previous Government, I understand, which has now been completed. I will get you the details of how that was funded and provide that information to you.

Answer:

I am advised

The 2024-25 NSW Budget Paper 3 allocation of \$9.4 million in 2024-25 for the Transport Access Program - Commuter Wharf Upgrades is funded from the Waterways Fund and current projects are available on the Transport for NSW website.

Question no: 31

Transcript page no: 52

The Hon. MARK BANASIAK: Can I go to some specific questions around some of the COVID stimulus projects that the Minister alluded to? One of those was the Manly Sea Life upgrade. What's been the expenditure on that to date? I know the Minister at the time, Andrew Constance, said \$9 million would go towards it, but I note that work commenced on it only recently and I think from November 2023 you indicated \$2.9 million had been expended. Do you have an update on what that total cost is?

JOSH MURRAY: Ms Drover, do you have any further detail on Manly Sea Life?

CAMILLA DROVER: I know we're focused on the demolition of the existing very aged infrastructure at that location, but I'll need to come back to you with exact funding to date and what's been spent.

Answer:

I am advised

The total approved cost for development and to demolish the dilapidated building down to promenade level is \$10.6 million, and \$6.1 million has been spent to date (August 2024).

Question no: 32

Transcript page no: 52

The Hon. MARK BANASIAK: Additionally, Double Bay, Greenwich and Darling Point, if you've got an update in terms of the costs with those projects. My understanding is that Greenwich wharf was delayed because of sourcing construction materials. I am just wondering whether we've got an updated cost on that.

Answer:

I am advised

Double Bay, Greenwich Point and Darling Point ferry wharf projects are funded as part of the Transport Access Program - Commuter Wharf Upgrades and larger Maritime infrastructure upgrades.

Double Bay Wharf opened in December 2023, Greenwich Point Wharf is currently under construction, and a start date for construction of the Darling Point Wharf is yet to be announced.

Question no: 33

Transcript page no: 52 to 53

The Hon. MARK BANASIAK: Sure. There was \$3 million that was supposed to be spent on the Wentworth Point maritime facilities, which included a 63 wet-berth marina, dry storage for 228 boats, retail cafes, car park, a three-storey rowing club for training teams, a restaurant, a function room. How is any of that a benefit

for recreational boaters, given that it has come out of the Waterways Fund?

JOSH MURRAY: That's a proposal that is slightly changing in its development, led by Landcom at the moment, and we are liaising with Landcom about the overall precinct.

The Hon. MARK BANASIAK: Are you still confirming that \$3 million of the Waterways Fund will go to that?

JOSH MURRAY: I'd have to take that on notice because we are looking at the overall improvement of that area and ensuring that all parties involved, of which there are multiple government agencies, get the most out of the redevelopment.

The Hon. MARK BANASIAK: Are we going to ensure that recreational boaters get the most out of the development as well?

JOSH MURRAY: As you are aware, there are a number of facilities planned, not just the one that you've referred to. Obviously the Parramatta Light Rail developments, the education department commitments to that area and the recreational space that would be provided, they are all elements under discussion at the moment.

Answer:

I am advised

As the proposed development continues to proceed, several options are being considered to ensure the best use within the existing site's footprint. Further details will be available once an option is confirmed.

Question no: 34

Transcript page no: 53

The Hon. MARK BANASIAK: The \$2.1 million that has been earmarked for the Woollooware Bay Aquaculture Precinct, who's that supposed to be supporting? Is that supporting the oyster industry? Is it for privately owned enterprises, or is there going to be some benefit to recreational fishers and boaters?

JOSH MURRAY: I think we'd have to take that one on notice for Woollooware Bay.

Answer:

I am advised

The focus of this funding for the Woollooware Bay Aquaculture Precinct is to support the aquaculture industry, with a focus on oyster farming.

Oyster farming has operated from this site at Captain Cook Drive in Woollooware Bay for several decades.

Transport for NSW, together with the NSW Department of Primary Industries, aims to support the aquaculture industry at the site, including animal husbandry, as well as research activities in conjunction with university programs.

Question no: 35

Transcript page no: 53

CAMILLA DROVER: If I can just respond on the wharves, I think you mentioned Greenwich Point. That's due for completion early next year.

The Hon. MARK BANASIAK: What's the projected cost of that, given there were some delays?

CAMILLA DROVER: I will need to take that on notice. I think you mentioned South Mosman. That's also due for completion early next year.

The Hon. MARK BANASIAK: If we just get projected costings on those.

CAMILLA DROVER: Yes.

Answer:
I am advised

Wharf upgrades are funded as part of the Transport Access Program - Commuter Wharf Upgrades in the NSW Budget Papers (\$9.4 million in 2024-25) and as part of the larger Maritime infrastructure upgrades item which includes wharves and other projects (\$57.3 million in 2024-25). Greenwich Point Wharf is currently under construction.

Question no: 36
Transcript page no: 53

The Hon. MARK BANASIAK: The \$3.1 million for the Manning River entrance, where are we up to with that?
HOWARD COLLINS: That's dredging.
The Hon. MARK BANASIAK: I believe so.
HOWARD COLLINS: I'll dive into the details. Obviously, as you know, the new bids process for dredging projects and other schemes—
The Hon. MARK BANASIAK: So that will come under that \$16 million for dredging?
HOWARD COLLINS: I will double-check and make sure with Manning River and give you the details. I haven't got it immediately to hand.

Answer:
I am advised

Mid Coast Council is responsible for the Manning River Entrance project. Council will have the option to apply for funding under the Boating Infrastructure and Dredging Scheme, which offers up to \$500,000 in grants with a 25 per cent contribution requirement for local councils.

Transport for NSW Maritime expects to announce the call for Registrations of Interest for the Boating Infrastructure for Communities and the Boating Infrastructure Maintenance Grants, which are sub-programs under the Scheme in late 2024.

Question no: 37
Transcript page no: 53

The Hon. MARK BANASIAK: Out of the 28 projects that were part of that COVID stimulus \$205 million, have there been further projects added to that since Minister Constance made that announcement?
JOSH MURRAY: We'd have to take that on notice. I'm not aware of the extent of that fund that the previous Minister laid out, and in terms of what may or may not have moved in terms of that in recent years.
The Hon. MARK BANASIAK: He promised \$205 million be allocated from the Waterways Fund for all of these projects. I'm trying to ascertain whether we've hit that \$205 million or we've gone past that. I think last estimates we were at about \$145 million. I'm just wondering where we're at now—if you give me an overall figure.
JOSH MURRAY: I'm happy that we provide an update on that fund, the COVID measures and the completion of those projects and funds.

Answer:
I am advised

One additional project, South Mosman Wharf Upgrade, has received \$1.9 million stimulus funding.
As at August 2024, projects that received at least part of their funding from the Stimulus fund amounted to \$217 million. The \$217 million includes \$122 million from Waterways Stimulus funding.

Question no: 38

Transcript page no: 59

The CHAIR: Thank you, that is useful. I want to go to a question now about air quality in train stations. Mr Longland, I think we talked about this during the last budget estimates and that was in relation to, at the time, The Sydney Morning Herald investigation into air quality at stations, which was quite concerning. You talked about an investigation or testing that the department was either going to do or commission. Did that happen?

MATT LONGLAND: Yes, thank you for the question. The independent hygiene testing did take place in 10 underground stations on the City Circle and also on the Eastern Suburbs Railway. That testing is now complete. It related the air quality to what's called the Safe Work Australia workplace exposure standards. The results did demonstrate that the air quality is well within the limits of respirable, inhalable and metal particulates within those workplace exposure standards, so there was no safety risk for our people working at those stations, which is really good news. The reviewer recommended that we undertake that testing periodically, so I think we're looking at an annual process to ensure that the levels remain under those standards.

The CHAIR: Mr Longland, is that information public?

MATT LONGLAND: I know we circulated and shared the information with our staff and with unions. I'd be more than happy to check whether we could table it, if that's something that you would want to have a look at?

Answer:

I am advised

The report 'Assessment of Occupational Exposure to Airborne Contaminants – Central Underground and Eastern Suburbs Railway - Sydney Trains' prepared by RED OHMS Group is publicly available on the Transport for NSW website -

<https://www.transport.nsw.gov.au/news-and-events/reports-and-publications/sydney-trains-air-quality-report>.

Question no: 39

Transcript page no: 59

The CHAIR: Thank you, yes. Particularly when it comes to air quality, I think it matters where the source is, where you test, at what times, for example, and how frequently, especially of course if it's in relation to safe work, which is exposure over a period of time. Yes, if you could, that would be very useful. Mr Regan, we were talking before about the metro west stations. I'm sure we have covered this at a previous hearing. With the metro stations on the line that has just opened—the Sydney line?

PETER REGAN: City M1 line, yes.

The CHAIR: How much were the stations, on average, each? They're beautiful stations, there is no doubt about it—world-class.

PETER REGAN: Yes, the stations are functioning very well and, certainly, they are moving the volumes of people. The reason I pause is that the stations were very heavily impacted during COVID, and so the cost of the stations is certainly more than was originally intended and the budgets had to be adjusted for those stations during COVID. I don't have the exact numbers in front of me. I can take on notice the cost of the stations for you.

Answer:

I am advised

On average, the Sydney Metro station costs were approximately \$600 million for new City Metro Stations. The station build costs cover design and construction related works excluding railway systems, operations and costs associated with Over Station Development.

Question no: 40

Transcript page no: 62

The Hon. NATALIE WARD: You were going to come back to me on the \$3 billion gap in financial spending for this year. How are you going with that answer, Mr Murray?

JOSH MURRAY: We've taken that on notice, and we'll aim to come back and have that discussion. To echo the discussion from this morning, there is a range of elements that make up those capital forecasts and programs—projects coming in and out—and that's a fairly large download in terms of what we would want to get back and discuss. We're looking at it, but we have taken it on notice in regards to your question.

Answer:

I am advised

I refer to the response to Question on notice 1.

Question no: 41

Transcript page no: 62

The Hon. NATALIE WARD: Sorry, Mr Murray. In the time we have, we were very clear on the question this morning. There was a difference in the line items for the financial spend for this year. You were going to specify what those were and whether it was just those projects that have come offline—Gateway and the others noted by the Minister—or whether there were others. You had undertaken to try and get an answer to us today.

JOSH MURRAY: Yes, and we'll take the question on notice. As a general principle, I'm saying that once we look at that—I mean, we are bringing 40 new projects online this financial year. All of those are part of that changing dynamic of what's inside and outside the capital envelope.

The Hon. NATALIE WARD: Which is why we're asking. It's a big difference. I'm interested in whether that's just projects coming offline or whether it's other component parts of that. I want to be clear on that.

JOSH MURRAY: We're taking that on notice and will provide further detail.

Answer:

I am advised

I refer to the response to Question on Notice 1.

Question no: 42

Transcript page no: 62

The Hon. NATALIE WARD: Thank you. That's interesting to know. Mr Murray, are you aware of the ongoing community concerns regarding the Sydney Harbour Bridge cycleway?

JOSH MURRAY: Yes, I am.

The Hon. NATALIE WARD: I've been advised that they continue to write to you and they're receiving responses from other public servants. Will you undertake to do an onsite meeting with the concerned residents?

JOSH MURRAY: I'm happy to take that matter on notice. There are a lot of stakeholders involved in the Sydney Harbour Bridge cycleway and we are currently in the process of setting up for construction, so I would take advice on where we're at.

Answer:

I am advised

Transport for NSW understands the community group's concerns about the current ramp and their preference for an alternative design. However, the existing ramp design has

received full planning approval, a contractor has been appointed, and major construction of the cycleway is scheduled to begin in October 2024.

Early work on the Sydney Harbour Bridge North Cycleway began in August 2024 to resurface the southern bowling green at Bradfield Park to an all-weather surface, so the Kirribilli Markets can continue to operate during construction. This work is now done.

The project is expected to be completed by late 2025, weather permitting.

Question no: 43

Transcript page no: 64

The Hon. NATALIE WARD: Yes, so there are concerns there about that growing population.

Following on from my colleague's questions about ferry wharfs, is the Government committed to delivery of the Rhodes ferry wharf?

HOWARD COLLINS: Again, I know most about ferry wharfs but I'd need to take that on notice. I may come back to you on that in terms of Rhodes and its wharf.

The Hon. NATALIE WARD: In doing that, Mr Collins, could you also indicate what the intended opening date is for that Rhodes ferry wharf?

HOWARD COLLINS: I'll certainly come back to you on that.

Answer:

I am advised

Transport for NSW continues to work with the City of Canada Bay and the Department of Planning, Housing and Infrastructure to plan the infrastructure required to support the development of the Rhodes Peninsula. This includes understanding how development is proposed to progress and the impact on the operation of the precinct around the proposed Rhodes Wharf.

Transport for NSW will provide further information as development progresses through the Transport for NSW's website and will engage and consult with the community should the project progress.

Question no: 44

Transcript page no: 64 to 65

The Hon. NATALIE WARD: Thank you, much appreciated. In relation to buses and the 439 bus route, will Transport restore the 439 bus route?

HOWARD COLLINS: I will, again, take that on notice. As I mentioned earlier, buses were in intensive care, as I call it, when we arrived. Even if we wanted to add another route or another service, we didn't have enough bus drivers. To be honest, our fleet is ageing and is due to be fully replaced. We are now in a position where we've made those local changes, as the Secretary described, through the contracts. Local changes where we've reallocated services where some are underutilised and where demand has increased. My colleague Trudi Mares is working on the medium-term bus plan, along with government, which will look at these, including individual routes which have been identified as those which people obviously have concerns about.

The Hon. NATALIE WARD: And you'll come back to us on that one, though?

HOWARD COLLINS: Yes.

Answer:
I am advised

Transport for NSW has no immediate plans to reintroduce route 439 from Mortlake to Sydney CBD.

All-day frequent services are provided on route 438X between Abbotsford, Five Dock and the city along Parramatta Road, operating at least every 10 minutes seven days a week.

Passengers travelling from Mortlake, Breakfast Point, Concord and Cabarita can use routes 410 or 464 to connect with Sydney Trains services at Burwood for travel towards the city. Alternatively route 502 provides a direct city service between Cabarita and the City during peak periods, with off peak and weekend services providing connections to city buses at Five Dock or Drummoyne.

Transport for NSW is developing a Medium-Term Bus Plan to identify key bus priorities and opportunities over the next 10 years to provide an integrated bus network with other Transport initiatives.

Question no: 45
Transcript page no: 65

The Hon. NATALIE WARD: Thank you. In relation to school bus services, do you have an update? Correspondence has been sent by Mrs Tina Ayyad, the member for Holsworthy, on 10 May. Do we have an update on that, Mr Murray, regarding the school bus services for students living in Sandy Point, Pleasure Point and Voyager Point?

HOWARD COLLINS: I'm aware of that particular inquiry. Again, I haven't got the actual details of the response. I'm certainly aware that that was raised as an issue, and it has come to my department.

The Hon. NATALIE WARD: Given it was May, and there are school students involved, is that something that you would be able to expedite, Mr Collins?

HOWARD COLLINS: I'd like to think I've got my fingertips on everything, but I would just need to check with my team and take it on notice. They may well have responded, and we may well have given an answer—whether that's the right answer that they want—but I'll certainly double-check and make sure we've got that one. That's Sandy Point, did you say?

The Hon. NATALIE WARD: Yes. Sandy Point, Pleasure Point and Voyager Point in Mrs Ayyad's correspondence of 10 May 2024.

HOWARD COLLINS: Let me check and see whether we can get back to you.

Answer:
I am advised

A response to the correspondence dated 10 May 2024 was provided on 6 July 2024.

Question no: 46
Transcript page no: 65

The Hon. NATALIE WARD: In relation to Greater Sydney Bus Contract 10—GSBC10—how many complaints have been made about operator U-Go Mobility between 1 January 2024 and 30 June 2024?

HOWARD COLLINS: The actual number I will be able to provide. I would say U-Go Mobility has been a really interesting and good story. When we first started that contract it was in a really bad place. Due to new management coming in from Singapore and a whole new series of executives being appointed, that organisation and the services

serving the shire and south-west Sydney have improved dramatically. The numbers of complaints have fallen significantly in the last few months as services—
The Hon. NATALIE WARD: Just to those, then—these are really specific and I'm happy for you to take them on notice. How many—
HOWARD COLLINS: We will have the details of those complaints and compliments.
The Hon. NATALIE WARD: I might just give you four, then. That one is the complaints between the first six months of this year, January to June. It would be helpful if we could have complaints made between July and December.
HOWARD COLLINS: Last year?
The Hon. NATALIE WARD: Yes, last year. That's right—so last year's six months. If that has improved then that's terrific.

Answer:
I am advised

Between 1 January 2024 and 30 June 2024, there were 1,835 complaints.
Between July 2023 and December 2024, there were 2,818 complaints.

Question no: 47
Transcript page no: 65

The Hon. NATALIE WARD:In relation to cancelled services, how many cancelled services were there between January to June this year, and also by U-Go in July to December last year. That would be helpful if you are able to provide those.
HOWARD COLLINS: Yes. Whatever information we can provide, certainly when it comes to customer complaints and services cancelled, we'll look to provide as much information as possible.

Answer:
I am advised

Between January to June 2024, there were 4,417 cancelled services.
Between July to December 2023, there were 8,486 cancelled services.

Question no: 48
Transcript page no: 68

The CHAIR: Did you communicate and consult with disability advocacy groups, for example, about what was needed to ensure that that transition was as smooth as possible at the different places where their service was going to experience disruption?
JOSH MURRAY: I'd have to take on notice exactly the forums that were used for the disability groups, but certainly we had a comprehensive engagement plan around the bus transitions that were rolled out over significant months to be ready for metro.

Answer:
I am advised

To support the North and Northwest bus changes, Transport for NSW launched an information campaign, complemented by targeted communications where there was more significant change, to ensure that the community understood the changes to bus services and how best to travel.

This included several geo-targeted social media posts, and information sent out to over 300 stakeholders, including schools and local disability groups. Street teams and bus marshals were also deployed at key locations for two weeks to assist passengers, and signage was installed at some locations.

Question no: 49

Transcript page no: 69 - 70

The Hon. MARK BANASIAK: Can I just go to the various advisory groups?
HOWARD COLLINS: There's lots of them, isn't there, Mr Banasiak?
The Hon. MARK BANASIAK: There is. The Commercial Vessels Advisory Group doesn't seem to have met since August 2020, or at least the publicised minutes reflect that. I am wondering if you can give us an update on that.
HOWARD COLLINS: On the Commercial Vessels Advisory Group?
The Hon. MARK BANASIAK: It seemingly hasn't met since August 2020.
HOWARD COLLINS: Okay. I will come back to you and confirm when they last met.
The Hon. MARK BANASIAK: The Regional Boating Advisory Group doesn't seem to have met at all. There's a terms of reference on your website from 2016, but no documentation as to what they've done, or even whether they still exist or not, so an update on that would be good.
HOWARD COLLINS: Sure.
The Hon. MARK BANASIAK: The Recreational Vessel Advisory Group seemingly is only meeting once a year. Is that the case? There are minutes from March of this year and November the previous year.
HOWARD COLLINS: I believe they have. As you say, their last meeting may well be in March. I'll just double-check that, but they have actually met.

Answer:

I am advised

The Commercial Vessels Advisory Group meets three times year and last met in August 2024.

The Regional Boating Advisory Groups are no longer in operation and the model for stakeholder engagement across regional waterways is under review.

The Recreational Vessel Advisory Group now meets three times a year. The most recent meeting was held in August 2024.

Question no: 50

Transcript page no: 70

The Hon. MARK BANASIAK: That would be good. The Maritime Advisory Council, which we spoke about before, why is there only the most current minutes of 10 April this year? Why hasn't there been the previous iterations published on the website? Seemingly it's only from the new council, not the old council. I'd be interested to see what decisions were being made by that council prior to then.
HOWARD COLLINS: I don't know the reason. Again, Mr Banasiak, I'll get some information on why that wasn't published, or whether it needs to be.

Answer:

I am advised

Membership and minutes of the current Maritime Advisory Council are published on the Transport for NSW website. The current Council held its first meeting on 10 April 2024. The last meeting of the previous Council was in December 2021.

Question no: 51

Transcript page no: 70

The Hon. MARK BANASIAK: That's fine. Can I have an update? In the November 2023 estimates I asked around some staffing figures of Maritime and you indicated that there

were 22 positions vacant within Maritime. I'm just wondering whether you could update us as to whether those positions have been filled. If there are still vacancies, where exactly in Maritime do those vacancies sit?

HOWARD COLLINS: On a regular basis—in fact, on a weekly basis—I go through a vacancy request from each of the executive directors. Only last week I think we approved—obviously there is a turnover, particularly of boating safety officers—a number of vacancies being filled. Also, I've seen today a particular job role being advertised externally and internally for Batemans Bay, for example. We are in a better position than we were when we last spoke, with more officers being present and recruited. I can give you the total number, I'm sure, on notice, but I assure you that we have been focusing on these critical frontline roles, the ones that we want to keep filled. Quite a few of those boating officers have gained promotion, and obviously we've started another Aboriginal cadet recruitment program for this area as well.

Answer:

I am advised

As of 12 September 2024, there were a total of seven Maritime vacancies for:

- Boatman
- AI - Environmental Services Officer
- Product Services Officer
- Boating Safety Officer
- Project Manager
- Project Manager
- Aboriginal Trainee.

Question no: 52

Transcript page no: 70

The Hon. MARK BANASIAK: I think that probably covers off my Maritime stuff for the moment. Can I just go to you, Mr Wing? I'm just interested in the fines and infringement notices that have been issued within Point to Point since deregulation. I'm just wondering whether you can provide a breakdown since the deregulation occurred, how many infringement notices in total have been issued, maybe a breakdown of what they are for and, if possible, a breakdown by provider—Uber, Lyft; and the different taxi service providers, GM and 13cabs et cetera—if you have that data available at all.

ANTHONY WING: I could give you a high-level number. I think I'd have to take—

The Hon. MARK BANASIAK: I'm happy for you to take a lot of that detail on notice. I appreciate you might not have that to hand.

ANTHONY WING: This is at a high level. We've issued, in the last financial year—

The Hon. MARK BANASIAK: I'm interested going back from 2022. I want to see how it's tracking since the deregulation in terms of the number of fines.

ANTHONY WING: Full deregulation of the taxi industry—numbers commenced in August last year—

The Hon. MARK BANASIAK: Let's do it from August last year, if possible?

ANTHONY WING: Okay, I'll take a full breakdown in notice. We've issued 1,845 infringement notices or penalty notices in the last financial year, so that's most of that period. More will have gone to rideshare companies because there are more rideshare drivers on the roads than taxis. The number one infringement notice we hand out for rideshare drivers not having a retro-reflective sign in the back of their vehicle. The second highest in numbers these days is for taxi drivers who have overcharged. Police also hand out some infringement notices as well. They tend to hand them out when they stop people at testing stations, for example. I'll give you a breakdown which goes back to that particular date.

The Hon. MARK BANASIAK: I'll appreciate that breakdown.

Answer:
I am advised

From 1 August 2023 to 31 August 2024 the Point to Point Transport Commissioner's compliance team carried out 7,692 checks of rideshare and other hire vehicles and 5,039 checks of taxis across metropolitan and regional NSW.

Across this period, a total of 2,068 infringements were issued for offences such as touting and soliciting or not displaying driver ID or retroreflective signs. 828 of these were issued for offences related to rideshare and hire vehicle services and 708 related to taxi services.

A further 532 infringements were issued to taxi drivers for fare related offences, as part of the Commissioner's approach to dealing with the small minority of drivers who continue to do the wrong thing.

Detailed information about the Commissioner's compliance activity, including a breakdown of penalty notices issued, can be found on the Commissioner's website at pointtopoint.nsw.gov.au.

Question no: 53
Transcript page no: 72

The Hon. NATALIE WARD: Is this one that you might take on notice, if I can send the details through, so that they could perhaps have a response about whether there are any opportunities for the taxi industry to deal with this particular one?

ANTHONY WING: I'm happy to take that on notice, yes.

Answer:
I am advised

The Point to Point Transport Commissioner plays an active role in ensuring service providers deal with overcharging complaints appropriately.

If a complaint relates to a service provider that is no longer authorised to provide passenger services, the Point to Point Transport Commissioner has no power to take any further action regarding an overcharging incident. The passenger is still able to pursue a refund via other avenues, such as the Small Claims Division of the NSW Local Court.

Question no: 54
Transcript page no: 73

The Hon. NATALIE WARD: What other steps, if any, is the Government taking to ensure that Riverwood station is adequately serviced as that local population continues to grow? I understand that other stations do also, but that's one that seems to be having some difficulties and anticipated population growth. Is there something that's being done there?

TRUDI MARES: We're looking at all of the population growth data and the passenger data that's available to us, working closely with the operating entity as well, and looking at all future years options to build on that simple and reliable timetable.

The Hon. NATALIE WARD: Sorry, what did you say the thinking is on timing?

TRUDI MARES: We plan them a year ahead, so we are working on the next three years now.

The Hon. NATALIE WARD: When is an announcement or some information about that likely to come through?

TRUDI MARES: I'd have to look at the exact timing for you.

The Hon. NATALIE WARD: Are you able to take that on notice?

TRUDI MARES: Certainly.

The Hon. NATALIE WARD: Just an indication would be helpful for that community to understand if it's a year away or three years—what the timing is for that announcement.
TRUDI MARES: Yes, no problem.

Answer:

I am advised

The NSW Government has committed to reviewing timetables across the metropolitan, intercity and regional networks operated by Sydney Trains and NSW TrainLink.

The review is considering a variety of service improvements, including but not limited to community needs, travel patterns, flattening peaks, frequency of service and coordination of other modes.

Future timetables will deliver service increases on the T8 Airport & South Line. Detail on service changes will be available once the rail timetable review has been completed.

Transport will continue to review Opal data and passenger loading at Riverwood Station as part of normal timetable and service planning activities to ensure public transport service levels continue to meet passenger demand.

Question no: 55

Transcript page no: 75 to 76

The Hon. NATALIE WARD: How many level one incidents occur each year?

MATT LONGLAND: I would have to get the details. I am happy to provide them because, obviously, the team at our operations centre do a fantastic job.

Answer:

I am advised

In Financial Year 2023-24 there were over 10,000 Level 1 routine incidents recorded.

Level 1 incidents are categorised as daily routine incidents that are capable of being managed safely within the control of the Rail Operations Centre. Incidents that can fall within the category include moderate customer impacts, a small number of services being affected, a short period of disruption, and full or partial line suspension for a short period of time.

Question no: 56

Transcript page no: 78

JOSH MURRAY: The metro for Western Sydney Airport? Do you have hours?

PETER REGAN: No, I'd have to take that on notice for you. It's in the contract that's been purchased for that, so I can give you that answer.

Answer:

I am advised

Currently projected operating hours for the Sydney Metro – Western Sydney Airport line will be from 4:30am to midnight Sunday to Thursday and 4:30am to 1am Friday and Saturday.

Question no: 57

Transcript page no: 80

The Hon. NATALIE WARD: In relation to the tabled document, when do you anticipate you might be able to get those numbers back to us on those projects?

JOSH MURRAY: Again, I did check in at the last break. We don't have that as yet. There are dozens of moving projects in terms of that capture, so we'll have to take that on notice, as part of the usual process.

The Hon. NATALIE WARD: Last time you very helpfully were able to provide a number of those project forecasts on the day.

Answer:

I am advised

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

Question no: 58

Transcript page no: 80

The Hon. NATALIE WARD: Mr Murray, have you reflected on whether you'll agree to a meeting with the community regarding the Sydney Harbour Bridge cycleway?

JOSH MURRAY: Again, I'll take that on notice. I know that the extensive consultation has been held for a long period of time.

Answer:

I am advised

Transport for NSW's Secretary is in the process of finalising a written response to several pieces of correspondence received by members of the Milsons Point Community Group.

Question no: 59

Transcript page no: 81

The CHAIR: Ms Taylor, has Transport for NSW documented how many staff are returning to work under the work from home mandate? How much has that changed within the department in terms of statistics on that?

TRACEY TAYLOR: Good question. We are currently working through how we bring into line with the workplace circular. We are expecting to consult on our new policy settings by the end of this month. About 50 per cent of our workforce use the workplace. The other 50 per cent is actually front line. What we have looked at is about more than 50 per cent of the people who use workplaces are already regularly using the office. So we will be looking at how we increase our utilisation over our workplaces by introducing the new policy settings by the end of this month.

The CHAIR: Could you take on notice just to get more data on that—if you do have it—in terms of numbers of staff who are frontline staff and extra additional days in the office since the circular was released?

TRACEY TAYLOR: Certainly. I can absolutely come back to you on the numbers. As I said, we are working to bring Transport into line with the workplace circular, which means we do need to change our policy settings. And we do need to consult on that, which is by the end of this month. But I can take on notice the current utilisation and provide that back.

Answer:

I am advised

About 55 per cent of Transport staff are frontline or operational support staff.

The majority of non-frontline non-operational staff were regularly attending the office prior to the Circular's introduction.

Early analysis indicates the number of Transport staff working three or more days in the office increased by 10 per cent following the Circular's announcement. Further observation is required, considering fluctuations in staff leave and other variables.

Transport is continuing its work to implement the whole of government workplace presence requirements.