

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

**Hearing Date: 6 September 2024  
Questions on Notice**

**Question no: 1**

**Transcript page no: 3**

The Hon. NATALIE WARD: So we've got some plans and you've had some conversations. That's helpful. But which of those initiatives are actually delivering jobs growth right now?

The Hon. JOHN GRAHAM: Let me take you through some of those. Obviously, the Jobs Plus Program is a specific intervention tied to specific jobs numbers. A range of those discussions with key employers have been very much about their plans to bring employment to New South Wales or to grow employment. When it comes to the sector—

The Hon. NATALIE WARD: I'm interested in the jobs numbers, though. What are the jobs for Jobs Plus? What are those numbers?

The Hon. JOHN GRAHAM: We can get you some of those details. Let me talk to you about how the program works. There are specific investments and they're tied to specific employment numbers for these firms.

The Hon. NATALIE WARD: Let's get to those numbers, though. We don't have a lot of time; the clock is ticking. Can we get to those numbers?

The Hon. JOHN GRAHAM: We can certainly get you those numbers. These are detailed arrangements with each of the firms. The way the program works is to have a specific investment into a firm tied to certain milestones for job payments.

The Hon. NATALIE WARD: But what job numbers are we looking at for each of those initiatives? Is it an advocacy role? Are there set numbers? What are the targets? What are the jobs numbers that you are driving on this?

The Hon. JOHN GRAHAM: They are very specific numbers. These are tied to specific job numbers.

The Hon. NATALIE WARD: What are they?

The Hon. JOHN GRAHAM: They vary for each firm.

The Hon. NATALIE WARD: Let's start with one.

The Hon. JOHN GRAHAM: We'll get you that just now. But these are tailored for each firm. They're tied to specific jobs growth. They're tied to particular initiatives.

**Answer:**

**I am advised**

I am advised that the Jobs Plus Program was designed to support businesses to invest in a new presence and/or expand their existing footprint in NSW. The program design intended to reduce the cost of establishment, mitigate financial risk, and increase speed to market for businesses looking to scale and grow in NSW. Recipients were eligible for a variety of support based on the number of jobs created:

- Payroll Tax Relief - Up to a four-year period, for every new job created where a business has committed to create at least 30 net new jobs related to the new investment project.
- Subsidised Training Rebate - rebate for the cost of training employees related to the new investment project who are NSW residents.
- Enabling Infrastructure Rebate - to subsidise the cost of a new business or investment project, to connect to shared infrastructure or build new infrastructure to support their business needs resulting in net new jobs created.

53 projects were originally awarded Jobs Plus grants. Following the withdrawal of certain projects for a variety of reasons, 27 recipients will receive funding.

A requirement of the Program was for the recipients to create a minimum of 30 new full time equivalent roles by 30 June 2024 to be eligible for the funding and payroll tax

exemption. As of 30 June 2023, a total of 1,667 jobs had been created under the Program. Recipients have until the end of the year to report on job creation for FY2024.

**Question no: 2**

**Transcript page no: 4-5**

The Hon. NATALIE WARD: Let's talk about those interventions, then, and one of those that the Government seems to have put in place. It seems to me that they are all high-level things, but we're interested in very practical initiatives in these. The recent Jobs First Commission media release, issued by Ministers Houssos, Chanthivong and Whan, left you out. We're just wondering why you weren't included in that.

The Hon. JOHN GRAHAM: There are only so many Ministers you can fit on the one release, is one way to put it.

The Hon. NATALIE WARD: You're the jobs Minister, Minister.

The Hon. JOHN GRAHAM: I am a supporter of that project. Without going into the Cabinet deliberations, I've certainly been involved in discussions.

The Hon. NATALIE WARD: A media release has gone out announcing this Jobs First Commission. It's very important. You're the jobs Minister. Are you not up to the job, Minister?

The Hon. JOHN GRAHAM: I think you might have written that question before my answers. I won't respond to that, but can I give you some specific job figures here? This is a bit of a snapshot of where Jobs Plus is up to. For example, 52 projects approved and 53 agreements in place. The current projects at the moment are expected to support 12,278 jobs. Some 4,317 of those will be direct and 7,961 will be indirect. he Hon. NATALIE WARD: Are they new jobs?

The Hon. JOHN GRAHAM: Yes. These are jobs that these firms are expected to deliver above— The Hon. NATALIE WARD: Sorry, new jobs created?

The Hon. JOHN GRAHAM: Yes. Spot on. They're expected to deliver above their ordinary business. The Hon. NATALIE WARD: Great. Which industries are they in?

The Hon. JOHN GRAHAM: It's a range of industries.

The Hon. NATALIE WARD: Small bars? The Hon. JOHN GRAHAM: No, not to my knowledge. There are no small bars under the program. There's quite a wide range of industries here. It was generally applicable to the economy.

The Hon. NATALIE WARD: Which ones?

The Hon. JOHN GRAHAM: We can get you some of that detail. The point I want to stress, though, is here's a specific intervention that is part of the toolkit, but overall, the New South Wales approach has been very much focused—

The Hon. NATALIE WARD: Can you name the industries, Minister? You're the jobs Minister. You've got these industries. What are they?

The Hon. JOHN GRAHAM: A number of these are in the tech sector. A number of these have been in the screen sector. A number of them have also been—I know some of them have moved then into some of the broader—I think there some primary industries ones, but we'll get to those specifics during the hearing.

The Hon. NATALIE WARD: My colleagues will be pleased about those. Which part of the tech sector? The tech sector is obviously very broad. Which part of the tech sector?

The Hon. JOHN GRAHAM: I'm very happy to get you the specifics during the hearing. We'll come back to you with some real details about exactly who is getting it.

The Hon. NATALIE WARD: That would be very helpful.

**Answer:**

**I am advised**

I am advised that the 27 recipients of Jobs Plus Program funding are in the following industries:

	Company	Industry
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1	A&J Australia Pty Ltd	Advanced manufacturing
2	AJQ Pty Ltd	Digital and Cyber Security
3	Bader Investments Pty Ltd trading as Workit Spaces	Digital and Cyber Security
4	BAE Systems	Defence
5	Baxter	MedTech, Health, Biomedical sciences
6	Bryopin Pty. Limited	Advanced Manufacturing
7	Cochlear	MedTech, Health, Biomedical sciences
8	Daikin Australia Pty Ltd	Advanced manufacturing
9	DNEG	Digital and Cyber Security
10	Easy Signs Pty Ltd	Advanced Manufacturing
11	Endemolshine Australia	Creative Industries
12	Flying Bark Productions	Creative Industries
13	Freedman Electronics Pty Ltd	Advanced Manufacturing
14	Inventia Life Science Pty Ltd	MedTech, Health, Biomedical sciences
15	Lowa Lighting Pty Ltd	Advanced Manufacturing
16	Macquarie Telecom Pty Limited	Digital and Cyber Security
17	Morse Micro Pty Ltd	Digital and Cyber Security
18	Mountain Culture	Advanced Manufacturing
19	Nanosonics Limited	MedTech, Health, Biomedical sciences
20	P&H fine foods Pty Ltd	Manufacturing
21	Pollen Consulting Group Pty Ltd	Technical Services
22	Q-Ctrl Pty Ltd	Digital and Cyber Security
23	Reinforced Concrete Pipes Australia (NSW) Pty Ltd	Manufacturing
24	Spreadies Pty Ltd (Trading as Twisted Healthy Treats)	Manufacturing
25	The Trustee for Lexicon Digital Trust	Digital and Cyber Security
26	UTS	Defence
27	Wideline	Advanced Manufacturing

**Question no: 3****Transcript page no: 6-7**

he Hon. NATALIE WARD: Minister, according to Jobs and Skills Australia statistics, south-west Sydney's unemployment rate sat at 5.2 per cent, which is above the 4 per cent New South Wales State average. What funding has been allocated in the 2024-25 budget to specifically address these higher unemployment rates across south-west Sydney?

The Hon. JOHN GRAHAM: I direct your attention to the budget papers, where there's an excellent—

The Hon. NATALIE WARD: Where? What page?

The Hon. JOHN GRAHAM: Well, the section specifically on Western Sydney.

The Hon. NATALIE WARD: The specific funding is where, in the budget, for south-western Sydney?

The Hon. JOHN GRAHAM: It's very specifically set out—

The Hon. NATALIE WARD: Where? The Hon. JOHN GRAHAM: It's not in that budget paper you're holding; it's in the supplement that follows in the Western Sydney statement. I direct your attention to, for example, the funding—

he Hon. NATALIE WARD: How much is it?

The Hon. JOHN GRAHAM: If you turn to the page—just find the page there.

The Hon. NATALIE WARD: You're the jobs Minister; you tell me. It's your budget.

he Hon. JOHN GRAHAM: I'm directing you to where it is. If you turn, for example, to the Campbelltown page in the budget paper that you've got there—

The Hon. NATALIE WARD: So tell us what the number is.

The Hon. JOHN GRAHAM: You've got it in front of you.

The Hon. NATALIE WARD: Sure. You tell me. You're the jobs Minister. You're on the big bucks. You've got thousands of people here. Someone can look up the number somewhere. You're the jobs Minister. How much has been allocated to south-western Sydney?

The Hon. WES FANG: Somebody must be able to pass the Minister a note.

The Hon. NATALIE WARD: Someone get on the text.

The Hon. JOHN GRAHAM: We'll certainly be happy to provide that and run through it for you in some detail, but it's sitting there in the budget.

**Answer:**

**I am advised**

I am advised that funding for major projects for the six LGAs within the South West Sydney region as part of the 2024-25 Budget include:

- Continuation of the Sydney Metro City and Southwest project, valued at \$1.2 billion over 4 years, extending the Metro line through to Bankstown, and continuation of the Metro line to Western Sydney Airport funding of \$5.5 billion over the next 4 years
- Continuation of other projects supporting the Western Sydney Aerotropolis – e.g. \$870.6 million for Bradfield City Centre Stage 1 Enabling Works and \$269.1 million for the Advanced Manufacturing and Research Facility
- As part of \$1 billion in roads for Western Sydney in 2024-25 and \$5.2 billion over 4 years, an additional \$110 million for the M12-M7 interchange benefitting Liverpool residents, as well as other roads projects connecting people and communities with the new Airport and Bradfield City Centre
- \$135m in joint funding between the NSW and Australian Governments for planning and development of South West Sydney roads and rail projects
- Continued delivery of the \$1.3 billion new Bankstown Hospital, \$780 million Liverpool Health and Academic Precinct, \$350 million expansion and upgrade of Canterbury Hospital, and \$550m Fairfield Hospital redevelopment
- \$79 million for the Campbelltown Arts Centre project

As part of the \$3.6 billion funding of new and upgraded schools and preschools across Western Sydney in 2024-25, 33 new public preschools and several other school upgrades and redevelopments across South West Sydney

**Question no: 4****Transcript page no: 7-8**

The Hon. NATALIE WARD: Certainly. Minister, specifically what programs has the New South Wales Government initiated since its election to bring south-western Sydney's unemployment rate back down closer to the State average?

The Hon. JOHN GRAHAM: Let me run you through some of the examples. Here is one example: the \$550 million we put into Fairfield Hospital, the \$60 million we put into the Western Sydney Freight Line—into the business case for that; the \$110.2 million that is set out in the budget papers for the M7-M12 interchange.

There's a range of—

The Hon. NATALIE WARD: How many jobs will those initiatives create?

The Hon. JOHN GRAHAM: We can get those for you. It varies, instance to instance. In Liverpool, for example—

The Hon. NATALIE WARD: But you're the jobs Minister. On those projects, surely you would be asking, "How many jobs are we getting? We're investing \$550 million. What are we getting for that? How many jobs are we creating?"

The Hon. JOHN GRAHAM: Yes, and we have all those figures. We can get them for you. There's no problem with providing those during the estimates process. We'll have those for you.

The Hon. NATALIE WARD: But you just referenced them. Surely you've got the jobs numbers there.

The Hon. JOHN GRAHAM: You asked me for specifics; let me give you some of them. Liverpool—\$780 million, for example, in the Liverpool Health and Academic Precinct. On the Roads side, \$65 million for planning for south-west Sydney roads. Of course, there's Heathcote Road—rolling out a \$183 million project.

The Hon. NATALIE WARD: Sure. But for each of those, how many jobs will result for south-western Sydney?

The Hon. JOHN GRAHAM: We can get you those specifics. Of course, \$25 million for the Eastern Ring Road and Badgerys Creek South—

The Hon. NATALIE WARD: Minister, how many jobs does planning create?

The Hon. JOHN GRAHAM: We are talking here about thousands of jobs. I've just run through a small number of the initiatives, but let me talk to you about Campbelltown—the page I was directing you to in the budget papers in front of you. Here are just the transport initiatives, but there are others as well: \$45 million for St Johns Road being upgraded at the intersection—

The Hon. NATALIE WARD: Sure, but how many jobs?

The Hon. JOHN GRAHAM: We'll get you the jobs numbers specifically for these. The

Hon. NATALIE WARD: I don't need you to read the budget out. I've got the budget; I can read it. I want to know how many jobs, because it doesn't list in there what has been created for this spend. How many jobs will you create this financial year?

The Hon. JOHN GRAHAM: As I was running through—you asked me about the specific projects. I'm running through the specific projects. You're now interrupting. I directed you to the specific budget paper in front of you. You've refused to crack open the budget.

The Hon. NATALIE WARD: But my question—Minister, it's not a laughing matter. These are jobs and a huge expenditure, and no-one can seem to tell me. Can anyone say how many jobs have been created out of this spend? That's all we want to know. You're the jobs Minister. It's your job to create jobs. How many jobs will you create this financial year?

The Hon. JOHN GRAHAM: Ms Ward, your first accusation was that I couldn't name any projects; now you're not letting me run through the projects which the Government is running through.

The Hon. NATALIE WARD: You've run through them, but I've asked specifically, a number of times, how many jobs come out of those. That is what we would like to know.

The Hon. JOHN GRAHAM: And now I am saying we will be able to provide those jobs numbers for you—



The Hon. NATALIE WARD: You can't tell us.

The Hon. JOHN GRAHAM: —for these projects. The scale of the work that is going on is a challenge here—the scale of the work and the number of jobs that are being driven by these projects.

The Hon. NATALIE WARD: Surely you're asking, Minister? "I'm the jobs Minister. I want to know, for all these initiatives, how many jobs are we creating? South-western Sydney is worse off. We want to know what we're doing for this spend. How many jobs are coming out of it?" Surely someone can send you a message or pass a piece of paper saying that.

The Hon. JOHN GRAHAM: Let me give you some more examples. The \$79 million that's going into the Campbelltown Arts Centre project—

The Hon. NATALIE WARD: Yes, how many jobs?

The Hon. JOHN GRAHAM: —will be a significant boost there.

The Hon. NATALIE WARD: How many jobs?

The Hon. JOHN GRAHAM: We can certainly get you projected jobs numbers for something like that. I've been out to talk to the team there, and it will have a very significant boost to the project.

**Answer:**

**I am advised**

More than 14,000 direct and indirect jobs have been created on Sydney Metro Western Sydney Airport. The Elizabeth Drive East upgrade is expected to employ 240 people per day. Total jobs creation will be better estimated when the scope is finalised. As at June 2024, the Heathcote Road Upgrade has created approximately 240 direct jobs and 480 indirect jobs during construction. As at August 2024, approximately 5,000 direct and indirect jobs have been created on the M12 Motorway project, central and west sections. As at August 2024, approximately 4,700 direct and indirect jobs have been created on the M7-M12 Integration project. As at August 2024, Spring Farm Parkway Stage 1 has created approximately 2,200 direct and indirect jobs during construction.

I am advised \$79 million was provided to Campbelltown City Council through the Western Sydney Infrastructure Grants program to deliver the Campbelltown Arts Centre project which will create a new flexible theatre, galleries, community and workshops spaces and artist studios. The project is estimated to be completed by mid-2029. The NSW Government is committed to job growth in Western Sydney and across the State, including to establish a NSW Jobs First Commission, rebuild domestic manufacturing, fund an additional 500 paramedics, recruit an additional 1,200 nurses and midwives, hire 1,000 additional apprentices across NSW Government, recruit an additional 600 firefighters, establish a Future Women's Jobs Academy program and invest \$22 million in the early childhood workforce.

**Question no: 5**

**Transcript page no: 10-11**

BERNARD CARLON: This is a part of the ongoing speed zone review program with councils. Essentially, in the regional areas last year we saw a significant increase—an unprecedented increase, really—in the level of urban fatalities in country urban areas across New South Wales. We've already seen some councils come forward—Cootamundra, Bathurst, a range of councils who've come forward suggesting and requesting support in review of their speed zones in their town centres. We have around 1,000 towns and villages around regional New South Wales that don't have any speed zones that are below 50, so there's a substantial opportunity for reducing the risk, particularly for pedestrian fatalities.

We know that there is a 90 per cent chance a pedestrian will survive a crash at 30 kilometres an hour and that the difference between 40 kilometres an hour and 50 is double the chance of actually being killed in a crash, as a pedestrian, with a vehicle. We

know that, over the years, the introduction of the 40-kilometre, high-pedestrian-activity areas—a comprehensive evaluation showed that, in fact, those high-pedestrian-activity areas eliminated pedestrian fatalities in those locations. We're working with those councils who are coming forward. There's a program to accelerate the support for local regional councils, and we'd be happy to provide, on notice, the details of those councils that have come forward.

The Hon. MARK BANASIAK: While I have you there, Mr Carlon, during the Transport estimates the other day, it was alluded that the Centre for Road Safety and the Centre for Maritime Safety share a budget or share funding. I'm just wondering whether you could indicate what your portion of that funding is?

BERNARD CARLON: Just to be clear, from a budget perspective, the Centre for Road Safety resources staff program that implements the New South Wales Road Safety Action Plan is fully funded by the Community Road Safety Fund, and the programs coordinated, managed and delivered by the Centre for Maritime Safety are fully funded by the Waterways Fund.

The Hon. MARK BANASIAK: The information I was given the other day was perhaps incorrect, in that you share a funding allocation.

BERNARD CARLON: Those roles, like my own—I work on both. There's internally, of course, an allocation of resources for particular projects and programs where people would be allocated to delivery of a Waterways-related fund project or a road safety project. We can clarify that in response, if you like.

**Answer:**

**I am advised**

The Community Road Safety Fund and the Waterways Fund are two separate funding sources that deliver on their own distinctive strategic plans. These funds are not shared, and road safety functions are delivered within the Community Road Safety Fund and maritime safety functions are delivered within the Waterways Fund.

**Question no: 6**

**Transcript page no: 11**

The Hon. MARK BANASIAK: Minister, a few months ago the multicultural consultant at the State Library retired. Is the State Library going to hire a new person for this position to continue to provide those great multicultural services that they provide, or are you looking at a different structure?

The Hon. JOHN GRAHAM: I'm not aware of the operational detail. I think we're happy to get an official to talk to that, if they're here. I've certainly seen the work they're doing for myself down in the library, as it turns out, and it is incredible. From a Government point of view, I'm highly supportive of the work that's going on, but that detail is probably an operational matter for the library.

The Hon. MARK BANASIAK: We don't have anyone from the library here?

The Hon. JOHN GRAHAM: No. They were not, I think, called as a witness. Perhaps I can take that on notice for you and we'll get you an answer.

**Answer:**

**I am advised**

I am advised that the previous holder of the multicultural consultant position retired last year, after more than 25 years. The role has been reviewed to make sure it still works. The position will be recruited shortly. There's a team of five State Library staff members contributing to delivering the program overall.

**Question no: 7****Transcript page no: 13**

The Hon. SUSAN CARTER: How much money did you have to refund to the commercial sponsor of the second, cancelled drone show at Vivid this year?

The Hon. JOHN GRAHAM: Sorry, the second, cancelled drone show?

The Hon. SUSAN CARTER: The second, cancelled drone show at Vivid this year. How much money did you have to refund to the commercial sponsor?

The Hon. JOHN GRAHAM: I think you're referring to the third drone show at Vivid.

The Hon. SUSAN CARTER: Apologies. The show that was cancelled. How much did you have to refund?

The Hon. JOHN GRAHAM: As people would be aware, the decision was made to cancel the third drone show at Vivid due to the weather conditions at the time. That was a decision I supported on safety grounds.

The Hon. SUSAN CARTER: And the refund, Minister?

The Hon. JOHN GRAHAM: I was informed at the time or just shortly before, particularly having seen the reports—

The Hon. SUSAN CARTER: And the refund, Minister?

The Hon. JOHN GRAHAM: —about hundreds of drones collapsing into the Yarra River down in Melbourne during another incident.

The Hon. SUSAN CARTER: Thank you, Minister. The question related to how much did you have to refund to the commercial sponsor of the drone show because of the cancellation?

The Hon. JOHN GRAHAM: On the issue of any question about the refund, I'm not aware if there was or was not a refund. I'd be happy to ask Steve Cox from Destination NSW to come forward.

The Hon. SUSAN CARTER: Perhaps you could take that on notice and it can be provided later today.

The Hon. JOHN GRAHAM: Or do you want to ask Steve this afternoon in the session?

That's probably the appropriate way to deal with it.

The Hon. SUSAN CARTER: I will do that.

The Hon. JOHN GRAHAM: But it certainly hasn't come to my attention.

**Answer:****I am advised**

Destination NSW was not required to pay any refund to either the supplier or commercial sponsor for the cancelled third drone show.

**Question no: 8****Transcript page no: 15**

The Hon. SUSAN CARTER: Minister, where in your Creative Communities policy will I see your commitment to regional arts growth?

The Hon. JOHN GRAHAM: I'm very glad you asked about that. When we did the consultation, much of the consultation was really travelling through regional New South Wales. We started, for example—

The Hon. SUSAN CARTER: And the fruits of that consultation, Minister, in terms of—

The Hon. JOHN GRAHAM: Yes, the very first place we started, for example, was Lismore, given it was flood affected. I have to say it was quite an emotional meeting. We then travelled to—

The Hon. SUSAN CARTER: Did that consultation bear fruit in dollars in this budget?

The Hon. JOHN GRAHAM: Spot-on. Thank you, Chair. As far afield as Lismore, down to Bega, out to Broken Hill—and let me assure you the people at Broken Hill were very direct about what their needs were.



The whole thrust of the policy is to say we're not just supporting the six cultural institutions clustered round the harbour, but we're turning to creative industries and many of those creative industries in these regional towns.

That is where the funding will shift to, and we're already seeing that. Some of the touring funding that I've already talked about, for example, is crucial to connecting those towns.

One of the things we heard in Lismore was there

are incredible things going on but they want to be able to tour those to nearby towns, and they want to see the best of arts and culture from those nearby towns as well.

The Hon. SUSAN CARTER: Minister, can you take me to the page in the budget where I will find this funding?

The Hon. JOHN GRAHAM: I'm certain we could give you the page in the budget where that funding is captured.

The Hon. SUSAN CARTER: But at the moment you can't tell me where in the budget we can see this funding for regional creative programs?

The Hon. JOHN GRAHAM: No. I will certainly come back to you with the page in this hearing, yes.

**Answer:**

**I am advised**

Information regarding funding for the Department of Enterprise, Investment and Trade (now Department of Creative Industries, Tourism, Hospitality and Sport) can be found in section 8.2 of Budget Paper 2. Additionally, details of specific NSW Government funding programs can be viewed at: <https://www.nsw.gov.au/grants-and-funding>.

**Question no: 9**

**Transcript page no: 17**

The Hon. SUSAN CARTER: Funding in this budget for capital upgrades and new facilities—where will I find that?

The Hon. JOHN GRAHAM: In Budget Paper No. 03.

The Hon. SUSAN CARTER: Can you tell me what dollars have been allocated for capital upgrades and new facilities?

The Hon. JOHN GRAHAM: Yes. You're going to have to be slightly more specific.

The Hon. SUSAN CARTER: No, Minister, I'm asking you what priority it is for you to ensure that our arts projects receive capital upgrades and that we get new facilities.

The Hon. JOHN GRAHAM: I don't want to question your questioning, but you're going to have to be more specific, Ms Carter. For example, the fact you've said now that you've narrowed it down to the arts budget is helpful, and I'm sure we can run through some of the capital priorities. I have them here.

The Hon. SUSAN CARTER: How much for capital upgrades for arts facilities outside of Sydney, Newcastle and Wollongong?

The Hon. JOHN GRAHAM: They're very significant. There's a big program of delivery through the Creative Capital program that's rolling on right throughout New South Wales.

The Hon. SUSAN CARTER: How much? What dollars, Minister?

The Hon. JOHN GRAHAM: The other thing I would highlight that I'm particularly focused on is the Creative Capital investments that are rolling out into three key upgrades in Western Sydney, so those are rolling out. One of them was just asked about before—the Campbelltown Arts Centre—and, obviously, also at Parramatta and Blacktown.

The Hon. SUSAN CARTER: How much money is going into providing new facilities at Broken Hill?

The Hon. JOHN GRAHAM: I will take on notice the specifics for Broken Hill because there are more than 100 projects.

The Hon. SUSAN CARTER: How much at Bega?

The Hon. JOHN GRAHAM: There are more than 100 projects, Ms Carter. They're not detailed in the budget papers at that level.

The Hon. SUSAN CARTER: Where would they be detailed?

**Answer:**

**I am advised**

The NSW Government has allocated \$1,685,669 in infrastructure funding through the Venues Unlocked Program. This includes an investment of \$544,493 to venues outside of Greater Sydney and the Wollongong and Newcastle Local Government Areas. There has been no infrastructure funding allocated to venues in Broken Hill through the Venues Unlocked Program.

**Question no: 10**

**Transcript page no: 19**

The CHAIR: No, not at this point. We'll come back. I'll see how I go with my questions. I do want it at some point. Western Harbour Tunnel and Warringah Freeway upgrade projects—at the last estimates, I raised with you the complaint handling in relation to that project. In April, a response was provided to questions taken on notice, which said that all complaints are acknowledged within two hours or attempted to be resolved within 24 hours—and, failing that, within 10 days. However, I've received an update from the residents group Cammeray Voices who tell me that their issues remain—that they've undertaken a survey of their community once again, and that the responses since the March budget estimates is that only 20 per cent of unresolved issues at that date have received a full response. There's another stat here: 60 per cent have received responses that were either evasive or misleading and, of the remaining unresolved issues from last year, half have received a partial response and half have received no response at all. It doesn't sound as though the community is satisfied with this complaints handling process at all, Minister.

The Hon. JOHN GRAHAM: Thank you for those views—just a couple of top-level comments. Firstly, this is an incredibly big project in an incredibly constrained environment, so it is very difficult. We're sensitive to the residents' concerns. That's one of the reasons we've been reshaping the programming of work. For instance, over January while people were out of Sydney, major work was going on to try to do this more rapidly so that it didn't cause problems. On some of those details, though, I think it would be appropriate to refer to the secretary.

JOSH MURRAY: I do recall the questions from the last estimates hearing and we certainly did investigate because our feedback from our stakeholder teams didn't match the statistics that you had in front of you. We would be keen to investigate those further given the community group has given you even more data this time around. Ms Mares, do you have anything further?

TRUDI MARES: No. I think we'll need to follow that up.

The CHAIR: Okay, I'll come back with a bit more of the information, then, this afternoon.

**Answer:**

**I am advised**

Transport for NSW acknowledges the impacts on the local community of major infrastructure projects, including the Western Harbour Tunnel and Warringah Freeway Upgrade projects. Transport for NSW understands that parking availability is a key concern for residents in relation to these projects. Community engagement is essential to the successful delivery of projects, and complaints are taken seriously and handled as promptly as possible. On 28 March 2024, Cammeray Voices contacted Transport for NSW's Warringah Freeway and Western Harbour Tunnel project teams, outlining 58 items of concern about both the Warringah Freeway Upgrade and Western Harbour Tunnel projects. Transport for NSW provided responses to 57 of the 58 items on 12 April 2024; one required additional time to investigate. The final response was provided to Cammeray Voices on 2 May 2024. As part of this response, Transport for NSW agreed to conduct

additional, beyond-compliance monitoring of parking availability on streets identified by Cammeray Voices. The result of this work was included in the quarterly Warringah Freeway Upgrade Construction Parking Access Strategy Monitoring Reports, which is publicly available on the Department of Planning, Housing and Infrastructure's website. On 21 April 2024, Cammeray Voices emailed three new queries relating to trees, which Transport for NSW responded to on 2 May 2024. On 17 June 2024, Transport for NSW was contacted again by Cammeray Voices, indicating some matters remained unresolved. In response to compliance issues raised by Cammeray Voices, Transport for NSW proactively escalated the complaint to the Warringah Freeway Upgrade's Independent Environmental Representative to review as per Transport for NSW's Complaint Escalation Procedure. The process is expected to take several weeks for the Environmental Representative to complete. Transport for NSW will advise Cammeray Voices of the findings once the review has been finalised.

**Question no: 11****Transcript page no: 20-21**

The Hon. MARK BANASIAK: Thank you. Coming back to the art boards, I note that one of the categories talks about classical music, opera, choral, ensemble, but doesn't necessarily encompass pre-eighteenth century music, like baroque music.

The Hon. WES FANG: Shame.

The Hon. MARK BANASIAK: Shame, I know. Where do they sit? It's still widely practised and has an audience. Where do they sit in terms of applying for funding under this stream?

The Hon. JOHN GRAHAM: When I said that we've been able to boost funding for some of the other art forms, that's a great example. There was a contemporary music art form board taking funding out of this pool.

We've pulled them out because of the other contemporary music support, leaving more money in the pool for the other art forms, including those sorts of music. Your question about baroque music is a very insightful one. I would have hoped that they're covered in that pool, but let's find out in the session if that is the case. If they're not, that would be of concern.

**Answer:****I am advised**

Applications featuring Baroque Music are eligible for support through the Classical Music, Opera, Choral and Ensemble category of the Arts and Cultural Funding Program.

**Question no: 12****Transcript page no: 23-24**

The Hon. NATALIE WARD: But, Minister, that wasn't my question. My question was do you intend to two-way toll it—and if not, can you answer that—and when you will guarantee the funding for that won't go to Transurban? There hasn't been an answer on either of those, but I'll move on because there just doesn't seem to be an answer. Where can I find the Government's response to the interim report of the toll review?

The Hon. JOHN GRAHAM: The Government will respond to both the interim report and the final report of the toll reviewers together, and that report will be released publicly.

The Hon. NATALIE WARD: When?

The Hon. JOHN GRAHAM: That was the Government response that you were just asking about previously and I'd indicated will be by the end of the year. But I won't be more specific about the timing.

The Hon. NATALIE WARD: Which organisation did the modelling for the Fels review?

The Hon. JOHN GRAHAM: The modelling for the Independent Toll Review?

The Hon. NATALIE WARD: The traffic modelling.

The Hon. JOHN GRAHAM: I'll refer the specifics about the modelling to the agency.

The Hon. NATALIE WARD: I'm just interested in which organisation did that.

The Hon. JOHN GRAHAM: I understand the question. I'll just make this point and then I'll hand to the agency to answer that question. There has obviously been significant support from Transport and Treasury, and then there have been a number of specific consultants. That's all available publicly, by the way, but I'll refer to the agency, either to the secretary or—

The Hon. NATALIE WARD: I have time in the afternoon. I just want the specific company that's doing the traffic modelling.

The Hon. JOHN GRAHAM: I'm happy to refer either now or in the afternoon. It's all public, but if you'd like us to confirm it now, we can.

TRUDI MARES: It was publicly disclosed on 13 November. Clarity Consult undertook that work.

The Hon. NATALIE WARD: What's the background of Clarity Consult? Have they been used by the New South Wales Government before?

TRUDI MARES: I would have to check on that.

The Hon. NATALIE WARD: Minister, or Mr Murray, does anyone know? Have you used Clarity Consult before?

JOSH MURRAY: I'm not aware of their background, but we can take that on notice.

The Hon. NATALIE WARD: Minister, are you not familiar with them?

The Hon. JOHN GRAHAM: I'm not familiar with their particular background. I wasn't involved in the selection process for it.

The Hon. NATALIE WARD: Can we get that answer today, Ms Mares and Mr Murray?

The Hon. JOHN GRAHAM: We'll take it on notice. If we can supply something helpfully today, we'd be happy to do it. But we're taking it on notice at this point.

**Answer:****I am advised**

NSW Treasury engaged Clarity Consult as Traffic Adviser for the Independent Toll Review through an open tender process. Evaluation of proposals from this procurement process included members from NSW Treasury and Transport for NSW.

**Question no: 13****Transcript page no: 24-25**

The Hon. NATALIE WARD: No-one has experience with these people. Minister, will you release the traffic modelling that underpins the Fels tolling report?

The Hon. JOHN GRAHAM: The independent reviewers have released a great deal of detail in those two reports. I hope you've read them, Ms Ward?

The Hon. NATALIE WARD: It's not about me, Minister. It's your estimates. Will you release the traffic modelling?

The Hon. JOHN GRAHAM: I hope you'll realise how much detail is already in those reports.

The Hon. NATALIE WARD: Sure. Will you release the traffic modelling?

The Hon. JOHN GRAHAM: I'm happy to consider that. Obviously, at this moment, that would be a totally inappropriate thing to do. You'd be compromising the State's—

The Hon. NATALIE WARD: It's not confidential, Minister. The modelling is not confidential. It informs the report. I would have thought that it's a yes or no. Will you release it or not?

The Hon. JOHN GRAHAM: Ms Ward, we're in a direct deal negotiation with a publicly listed company. The idea that the Government would release all the information it holds about the particular traffic model, publicly, without appropriately having regard to that consultation, is totally inappropriate.

The Hon. NATALIE WARD: I'm not asking for all of the information. I'm asking for the traffic modelling that informs it. It's facts.

The Hon. JOHN GRAHAM: We certainly won't be doing that.

The Hon. NATALIE WARD: You will not?

The Hon. JOHN GRAHAM: We certainly won't be compromising the State's interest while that negotiation is ongoing.

The Hon. NATALIE WARD: Why not? What are you hiding in that traffic modelling, Minister?

The Hon. JOHN GRAHAM: We're protecting the State's commercial interest—the interest of taxpayers who have been left paying \$195 billion worth of tolls under contracts your Government signed.

The Hon. NATALIE WARD: Surely those drivers deserve to know what the modelling is. Surely those drivers deserve to know.

The Hon. JOHN GRAHAM: That's why I say I'm open to considering releasing that information down the track, but it's exactly the wrong time to ask that question.

The Hon. NATALIE WARD: Minister, are you personally involved in the negotiations with Transurban?

The Hon. JOHN GRAHAM: No. The direct deal negotiations that have been established involve a negotiator on behalf of the Government.

The Hon. NATALIE WARD: Who is that?

The Hon. JOHN GRAHAM: The process for selecting that negotiator is underway. I can ask the officials to update on precisely where we're up to, but that person will be selected shortly.

The Hon. NATALIE WARD: Have you met with Transurban personally on it?

The Hon. JOHN GRAHAM: I'm just answering your previous question at the moment. There will be a negotiator who is driving that negotiation.

The Hon. NATALIE WARD: Yes. You said that.

The Hon. JOHN GRAHAM: In the consultation structures around it, obviously, Ministers in the Government do have a role there to set the negotiating parameters and the negotiation—

The Hon. NATALIE WARD: Sure, but I'm asking you about your involvement, not other Ministers. Can you clarify—have you met with them? I want to know who in this room I can talk to about toll reform. Is it you, or is it someone else?

The Hon. JOHN GRAHAM: I'll just finish making that point. I am informally involved in that direct negotiation process—not in the negotiation but through the advisory processes to it—in order to set the parameters and set the policy frameworks.

The Hon. NATALIE WARD: If the Minister—

The Hon. JOHN GRAHAM: I'm coming to your question. I certainly have met with Transurban along the way and discussed toll reform with them up to this point. I won't be meeting with them to discuss matters that are in the direct deal while the direct deal is negotiating. They're the normal arrangements that apply.

The Hon. NATALIE WARD: You're not in the room—that's correct—someone else is. What is the policy framework that you're talking about?

The Hon. JOHN GRAHAM: That's being established by Government at the moment. I think you're referring specifically here to the negotiation principles that we might apply in that direct deal. That's being set by the Government at the moment. Obviously that will be discussed in the direct deal itself. I think what we should do is take that on notice so that I can tell you as much as I can tell you without tripping over the very strict confidentiality arrangements that apply to this. There's a real balance there—

**Answer:  
I am advised**

Negotiation with concessionaires is being conducted under the Direct Deal process. The NSW Government is considering its response to recommendations of the Independent Toll Review which will also inform the Direct Deal. Regarding the need for confidentiality during negotiations, I refer you to page 24 of the hearing transcript.



**Question no: 14****Transcript page no: 31**

The Hon. MARK BANASIAK: Can I just go to the issue around floor space? The EIS shows a fairly significant reduction in floor space from around 21,000 square metres to probably around 5,100 if you don't include the theatre, which is, I think, 900 square metres. Can you help explain to people why we're seeing such a dramatic reduction in floor space, given I can't imagine we're getting rid of items and we might be acquiring more as history progresses?

The Hon. JOHN GRAHAM: Are you referring to Ultimo?

The Hon. MARK BANASIAK: Yes.

The Hon. JOHN GRAHAM: I'll direct the specifics on the floor space to Lisa, but I don't believe those figures are correct. I might ask Lisa to put the figures to you.

LISA HAVILAH: The current exhibition floor space at Ultimo is 6,850 square metres. After the completion of the heritage revitalisation, the square metre exhibition space will increase to 7,500 square metres.

The Hon. MARK BANASIAK: Does that include the potential theatre as part of that exhibition space, or is that separate?

LISA HAVILAH: I will have to take that on notice and check that for you. I can come back to you.

**Answer:****I am advised**

I am advised that exhibition space at Powerhouse Ultimo will increase from 6,850sqm to 7,500sqm. This includes an exhibition space able to function as an auditorium when it is not being utilised for exhibitions.

**Question no: 15****Transcript page no: 31**

The Hon. MARK BANASIAK: I might just switch tack for a minute. Minister, do you have any update for us on the Memorial Drive, Bulli, bypass proposal—for an extension down there?

The Hon. JOHN GRAHAM: I'm certain we could give you an update. I will direct to the Secretary just so we get the right official to give you the update.

JOSH MURRAY: I might ask Ms Mares to comment on that.

TRUDI MARES: Could you just repeat that question? Balmoral Drive?

The Hon. MARK BANASIAK: The Memorial Drive, Bulli, bypass proposal to extend Memorial Drive either to the foot of where Bulli Pass starts or shortly just before that.

TRUDI MARES: In Bulli—sorry, I don't think I have that information with me. We'll take that on notice.

The Hon. JOHN GRAHAM: We should be able to update in the afternoon.

**Answer:****I am advised**

Planning for the extension of Memorial Drive to provide a bypass of Bulli town centre commenced in 2023. Initial community consultation was completed in March 2024. A detailed summary report is being prepared and is expected to be completed late 2024. It will be made publicly available on the project website once complete.

Reviews of past investigations of bypass alignments and escarpment crossings have been completed, as well as a desktop review of geotechnical research, mapping of historical mines, and identification of utility service infrastructure. Transport for NSW modelling, strategic designs, and Movement & Place, environmental and Aboriginal Cultural Values studies are all underway.



**Question no: 16****Transcript page no: 34**

The Hon. SUSAN CARTER: But you would be aware of the testimony from Dr Phillips where he said because your Government rejected three out of the four of his budget submissions, he will have to exit staff; he will have less cybersecurity and may have to revert to manual processes. This is evidence from your own NSW Electoral Commissioner that he has been underfunded. Can you assure the people of New South Wales that their elections will be safe?

The Hon. JOHN GRAHAM: Ms Carter, if I direct you to some of the spectacular evidence we've had over time from the Electoral Commissioner and the former Electoral Commissioner, there are issues here. I'm on record as making that clear. They're longstanding issues and they're yet to be addressed. I acknowledge all of that. The Treasurer set out in writing the Government's current position. The Treasurer has made clear that the commission will be invited back to a future budget process. He was careful not to specify exactly when that will

be because there are some deadlines in relation to the staff that I'm well aware of from talking to the commission. The point this acting commissioner and the former commissioner have made over time is one of the issues is about the number of staff—that the current financial model that they're required to keep is temporary.

The Hon. SUSAN CARTER: Minister, with respect, you're not really answering the question. I'll put it very simply: As the Minister in charge, will you take responsibility if an election delivery failure occurs at the next election?

The Hon. JOHN GRAHAM: We will address those issues through the budget process. I recognise today that there are significant issues to address, and I direct you to the Treasurer's letter, which is very informative on this matter.

**Answer:****I am advised**

I refer to evidence provided in the hearing.

**Question no: 17****Transcript page no: 35-36**

The Hon. NATALIE WARD: Thank you, Chair. Minister, at estimates on Tuesday with the transport Minister—Mr Murray was there at that time—I was asking about the missing \$3 billion in this financial year. Do you know anything about that?

The Hon. JOHN GRAHAM: Just be specific about the part of the budget you're referring to there.

The Hon. NATALIE WARD: Sure. There was \$20 billion allocated in the last budget. You've had two of them. The 2023-24 allocated \$20 billion. The budget this year, 2024-25, allocates \$17 billion. There's a difference of \$3 billion. Where's it gone?

The Hon. JOHN GRAHAM: I think you're referring to the total Transport capital allocation for the State.

The Hon. NATALIE WARD: Yes, capex. Transport capex—\$3 billion gone; \$17 billion this year. Where is it?

The Hon. JOHN GRAHAM: I'd make three points about that. Firstly, this is about what you were spending when it came to your budgets. If you rewind, for example, to 2021-22, \$18.6 billion—

The Hon. NATALIE WARD: No. Minister, I've already—

The Hon. JOHN GRAHAM: —\$16.7 billion the year before; \$16.6 billion; \$14.6 billion. In fact, it's higher than much of your—

The Hon. NATALIE WARD: Where's the \$3 billion? What has it gone on?

The Hon. JOHN GRAHAM: I'm just indicating, firstly, it's higher than a lot of what you were spending in recent years. Secondly, I invite you to—  
 The Hon. NATALIE WARD: Minister, you can take it on notice, if you like. There's a difference of \$3 billion. It's a very straightforward question. We'd just like some clarity on where that's gone.

**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.

**Question no: 18**  
**Transcript page no: 37**

The Hon. NATALIE WARD: This is estimates; you know how it rolls. Have any roads projects not currently under contract been re-profiled or changed delivery timeline since the last estimates session?  
 The Hon. JOHN GRAHAM: Yes.  
 The Hon. NATALIE WARD: Which ones?  
 The Hon. JOHN GRAHAM: A range of them. Obviously, that sort of re-profiling or timeline change happens routinely. Some of that is within the published time frames; sometimes it's not. Obviously, that's even more the case for projects that aren't under contract. They're more likely to be, for example, in the planning or design phase, and they're most subject to movement.  
 The Hon. NATALIE WARD: Minister, that's all hypothesis and that's great. That may or may not be. Can you name which projects have changed?  
 The Hon. JOHN GRAHAM: I think I will refer the detail of that to the agency, and I'm happy for you to—  
 The Hon. NATALIE WARD: Can you name one?  
 The Hon. JOHN GRAHAM: Yes, I certainly could, but I'm referring that to the secretary.  
 JOSH MURRAY: Ms Ward, with dozens of projects coming into delivery, to your category of non-signed contracts, there would be a number of movements within that portfolio. It would be difficult for us to run through those off the top of my head.  
 The Hon. NATALIE WARD: Can you name one that has changed? Can you get the answer from the agency and provide that today?  
 JOSH MURRAY: We'll take it on notice.  
 The Hon. NATALIE WARD: You've had 48 hours; we asked two days ago. It's not a surprise. I would have thought you said, "Yep, she's going to ask this again. There's some projects there. Have they been re-profiled?" Which projects changed timelines?  
 JOSH MURRAY: We do a number of re-profiling during the year based on what comes up through the planning works and the analysis of getting ready for contracting.  
 The Hon. NATALIE WARD: The Minister has agreed that it has happened. Are you able to get those details for us today?  
 JOSH MURRAY: Yes, we'll take it on notice.

**Answer:**  
**I am advised**

As noted in Budget Paper 3, Infrastructure Statement, page 1-10, the timing and cost of infrastructure projects can often change due to factors outside the control of government, and Transport is not immune to these. The completion year for the following projects have specifically changed between 2023-24 and 2024-25 Budgets.

Project	2023-24 Budget Completion Year	2024-25 Budget Completion Year
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Monaro Highway Upgrade Program	2024	2025
Heathcote Road, Infantry Parade, Hammondville to The Avenue, Voyager Point	2024	2026
Pacific Motorway, Hexham Straight	2027	2026
Parramatta Light Rail Stage 1	2023	2025

**Question no: 19****Transcript page no: 38 - 39**

The Hon. NATALIE WARD: Minister, how many projects with full delivery funding are ready to go to tender for roads projects in Greater Sydney in this financial year? What roads projects have you got that are ready to go?

The Hon. JOHN GRAHAM: I can think of 20 or so that we've been talking about recently, including with the market. One of the things we've been doing is updating the industry about the pipeline. For instance, all the Ministers were together along with the agency, convened by the secretary, with all of the team there to brief on exactly that question: What are we going to tender with? I want to acknowledge that we're building on the practice of the former Government in doing that, but it is a really useful process. We could give you those details about the industry—

The Hon. NATALIE WARD: Again, on notice at some time in the future. That would be great. If we could get that today, that would be helpful, and then I can ask in the afternoon.

JOSH MURRAY: Those matters were put online with the in-motion pipeline event at the end of July, when we took that to the market.

The Hon. JOHN GRAHAM: They're all public. We can direct you to the—but it's a great example.

The Hon. NATALIE WARD: Which projects with full funding will go to tender this financial year? Can you name them?

The Hon. NATALIE WARD: Can Ms Drover help? Ms Drover, how many projects with full delivery funding are ready to go to tender for those roads projects in this financial year? Can you name them?

The Hon. JOHN GRAHAM: We've briefed publicly to industry on these, so we certainly could provide that detail.

The Hon. NATALIE WARD: Can Ms Drover help? Ms Drover, how many projects with full delivery funding are ready to go to tender for those roads projects in this financial year?

CAMILLA DROVER: There are quite a number, so I'll have to take that on notice to get you the exact number. But for the Epping Bridge Road, for example, the EOI is going out today.

The Hon. NATALIE WARD: Excellent, that's pleasing news.

The Hon. NATALIE WARD: Is it possible, Mr Murray, to get some of those projects today, or an indication? I'm sure there are lots of people watching who are keen to tell everybody what your projects are.

JOSH MURRAY: Given members of this panel here were present at that—I know we've produced a lot of documents around those available projects that were coming to market with full funding, and we'll see what we can get back to you.

The Hon. NATALIE WARD: Can I just get clarity on that? Are you able to get that today, or will you take that on notice and provide that within the 21 days?

JOSH MURRAY: I'll take it on notice but, as I always try to do, I'll get something back if possible. The Hon. JOHN GRAHAM: We've briefed publicly to industry on these, so we certainly could provide

The Hon. NATALIE WARD: We do appreciate it when you do get answers back today. The Minister has been helpful doing that today, so I appreciate that. Are any new projects funded in this budget that do not include Federal funding of those projects? Are any of those State funding only?

The Hon.

JOHN GRAHAM: If the question is are there projects in the capital program in this budget that are State funded only, the answer is yes.

The Hon. NATALIE WARD: Can you get those to us on notice as well, please?

JOSH MURRAY: They'll be included in the former list that you asked for, which is what is ready to come to market.

**Answer:**

**I am advised**

The following five road projects within Greater Sydney, are ready to go to market this financial year.

- M5 Westbound Traffic Upgrade.
- New Richmond Bridge Stage 2.
- Richmond Road M7 to Townson.
- Elizabeth Drive.
- Mamre Road Stage 2.

**Question no: 20**

**Transcript page no: 40**

Ms ABIGAIL BOYD: I asked a question on notice in relation to the works on the route between the two buildings of the Art Gallery of NSW now. Part of that upgrade of that facility has resulted in a loss of accessibility and a really long path that people have to take in order to get from one area to the other without stairs. I asked about this and I got an answer back that was a little bit disappointing because it didn't refer to people with accessibility needs but rather just spoke generally about public access to that path. Has it been completed yet? It was supposed to be completed a year ago. When will we get accessibility at the new art gallery?

The Hon. JOHN GRAHAM: If I am correctly answering for the area you're asking about, it is still ongoing. I agree that's not on the timeline that had originally been discussed, but this is quite an exciting project that will really complete the two galleries and is best not rushed. However, we are expecting that to be this year. I might direct you to Michael Brand, the director, who's here this afternoon. He could give you some more specific details. Again, I acknowledge the issue you're raising. That's the timeline that we're expecting. That's the most recent briefing I've received.

Ms ABIGAIL BOYD: Because it would be good to—I think it's Jonathan Jones who's doing that work, and I understand the importance of that, but at the moment the route to create any form of accessibility is actually a little bit absurd.

The Hon. JOHN GRAHAM: Yes, understood.

Ms ABIGAIL BOYD: There could perhaps be other solutions put in place, but my understanding is that's not being considered.

The Hon. JOHN GRAHAM: I encourage you to ask Michael Brand. I'll formally take on notice the question about is there an interim solution we could use in the meantime, and we'll come back to you formally on that. That's the timing that we're expecting and that should lead to a more permanent answer.

**Answer:**  
**I am advised**

Works for completion of bál gwiýúño (the fire is not yet lighted) by Wiradyuri and Kamilaroi artist Jonathan Jones, is underway for completion as soon as possible. . Options for accessibility will be improved and available likely before completion of the artwork and include re-opening the path and stairs connecting the CBD and Woolloomooloo via the two new lifts that will provide universal access. There will be a significant improvement in amenity for the community when this project is completed as prior to the construction of the Art Gallery's new building Naala Badu there was no accessible route across the site. In the interim, public access continues to be via the Bourke Street overpass or via stairs at the northern end of Lincoln Crescent.

**Question no: 21**  
**Transcript page no: 42**

The CHAIR: Thank you. Minister, the National Art School master plan for renovations hasn't been funded in this budget, as I understand it. Why not?  
The Hon. JOHN GRAHAM: We can get you some detail on the National Art School and their funding. There are so many good projects in the cultural space; we can't fund them all. That is perhaps one way to sum it up. There are some exciting plans underway at the National Art School, but they're working through the process of being able to work out a way to properly fund them all and stage them. That process is still ongoing. You could definitely ask Create to give you the next level of detail below that, though.  
The CHAIR: We'll come back to that. In a similar vein, the Australian Museum stage three master plan—is that to be funded?  
The Hon. JOHN GRAHAM: We have announced in this budget some additional capital funding for the Australian Museum. We haven't announced funding for that ambitious project. The museum has some big plans—some very exciting plans—but I would direct you to the agency if you want to know precisely where those are up to in the process.  
The CHAIR: Yes, because I do want to know whether it has been funded. If it hasn't, I'll come back to you, Minister, on the politics in terms of why it hasn't been funded.

**Answer:**  
**I am advised**

The National Art School receives \$5.519 million in annual core funding from the NSW Government. In 2024-25, the National Art School will also receive \$429,051 in rental assistance and \$70,949 to support maintenance of the Old Darlinghurst Gaol site.

**Question no: 22**  
**Transcript page no: 44**

The Hon. NATALIE WARD: I think there were some answers, Chair, that the Minister was trying to helpfully proffer earlier. Did you want to do those now?  
The CHAIR: Yes, I'm happy for that to happen.  
The Hon. JOHN GRAHAM: I'm happy to briefly touch on some examples. I said I would give you some specific examples so you had a sense of what the Jobs Plus funding had been going to. Here are a couple of examples of firms that have received funding. DNEG, for example, which is classed as digital and cybersecurity but is working in the PDV sector, committed to 123 jobs being delivered. Reinforced Concrete Pipes Australia had a project where they were funded and committed to 11. Cochlear had a significant project, committing to 80. Nanosonics, in the med tech and health biomedical sciences area, committed to 73. The guidelines are publicly available. However, I've committed to tabling them and we will do that.

**Answer:**  
**I am advised**

I am advised that the Jobs Plus Program Guidelines can be found at Jobs Plus program guidelines (nsw.gov.au).  
All grant programs are published on the NSW Grant Finder Website including the Jobs Plus Program Jobs Plus Program | NSW Government.  
The site outlines the objectives of the program and the eligibility criteria along with the recipients, a description of the project, funding allocation and the number of jobs that are to be delivered.

**Question no: 23**  
**Transcript page no: 46**

The Hon. SUSAN CARTER: I note that your employee expenses for 2023-24 were nearly \$10 million higher than the budget. What was the reason for that blowout?  
LISA HAVILAH: I'll have to take that on notice, but I'll get an answer for you.  
The Hon. SUSAN CARTER: I notice that the current budget only allocates a little over \$46 million for employee expenses when the actual was \$54 million. Are you confident that that figure will not be similarly exceeded by \$10 million?  
LISA HAVILAH: Yes, I am confident.  
The Hon. SUSAN CARTER: Because?  
LISA HAVILAH: We are just working through the actuals for the 2023-24 financial year, but the actual will be less than the revised budget and in line with the 2024-25 budget.  
The Hon. SUSAN CARTER: I note that the sale of goods and services is expected to increase by over \$4 million. What programs are in place to meet this additional target?  
LISA HAVILAH: That target includes sponsorship for Powerhouse Parramatta exhibitions that will be part of the opening. It also includes other types of—  
The Hon. SUSAN CARTER: Sorry, when would that sponsorship be received if we don't even have an opening date for the museum at Parramatta?  
LISA HAVILAH: We're in the process of finalising partnerships for those exhibitions now, and they're realised now, even though we're working towards exhibitions that will open in the future.  
The Hon. SUSAN CARTER: So you will be accounting now for income that is to sponsor an exhibition at some unspecified date in a year or so?  
LISA HAVILAH: We're expending budget now on the development of those exhibitions, and some of the expenditure—  
The Hon. SUSAN CARTER: But this is income. This is \$4 million additional income from sale of goods or services. You're accounting for that income now, and you'll be receiving that now, even though the exhibition to be sponsored is at some unascertainable future date?  
LISA HAVILAH: It's because they're in development now, so we're expending resources on the development of those projects.  
The Hon. SUSAN CARTER: All of your goods and services budget, then, is sponsorship?  
LISA HAVILAH: No, it's not all sponsorship. I can give you a breakdown of that.

**Answer:**  
**I am advised**

I am advised that the 2023-24 Budget was revised from \$45.5 million to \$54.6 million due to salaries relating to the relocation of Collection objects from Ultimo, the installation of objects into the new Building J at Castle Hill, and the decoupling of the museum from the Harwood building. This increase in expenses has been reciprocated with an increase in the funding distribution from the Department. Actual employee related costs for 2023-24 is expected to be aligned to the original budget. I am advised that the 2024-25 budget for Sale of Goods & Services is \$6.7 million and is a self-generated revenue target.



Historically this revenue has been derived from ticketing, programs, venue hire, publications, shop/merchandise, trademark and copyright fees. The Powerhouse is working to secure funding against this target through sponsorship and programs. Income received will be invested into program development. It does not impact core operations. The 2024-25 budget for the Powerhouse has been forecast within the museum's recurrent grant.

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

The Hon. SUSAN CARTER: Logically, if it's costing you that much to decant 3,000 objects, when they're reinstalled in place, won't you want the same budget to do that?

LISA HAVILAH: Yes, there is budget allocated for the re-canting of those objects back

The Hon. SUSAN CARTER: I wasn't sure whether that was the verb or not.

LISA HAVILAH: —into the museum in preparation for its reopening post the revitalisation.

The Hon. SUSAN CARTER: Where are they all being stored?

LISA HAVILAH: The majority of objects are being stored in Castle Hill. There is one object, the Catalina—we have worked with HARS in Albion Park, and the Catalina will be on display at HARS in Albion Park for the period of the revitalisation.

The Hon. SUSAN CARTER: With respect to the Catalina and where it is being stored, does that meet international museum standards for environmental conditions?

LISA HAVILAH: Our collections team worked very closely with HARS to assess the environmental conditions to ensure that it was safe and secure and appropriate for the presentation of the Catalina, and their assessment is that it is.

The Hon. SUSAN CARTER: Your team's assessment is that it meets appropriate standards?

LISA HAVILAH: That's correct.

The Hon. SUSAN CARTER: And there's 24-hour security on that site?

LISA HAVILAH: I would have to take that on notice, but I believe that there is.

The Hon. SUSAN CARTER: If you could take that on notice, that would be great. Is the Catalina currently at HARS, or is it still at Ultimo?

**Answer:****I am advised**

I am advised that Powerhouse Collection staff determined the environmental and security conditions at HARS are appropriate for the Catalina to be on display. The site is staffed 24 hours, has Closed Circuit Television installed and the space where the Catalina is displayed is alarmed.

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

The Hon. SUSAN CARTER: How many times was the Catalina touched by visitors during that exhibition?

LISA HAVILAH: I would have to take that on notice, but we have a process where we have staff protecting that object. But also our collections staff assess any type of interactions and make adjustments accordingly.

The Hon. SUSAN CARTER: Would you be surprised to know that I have been informed that the Catalina was touched over 1,000 times?

LISA HAVILAH: I would have to take that on notice.

The Hon. SUSAN CARTER: Would that concern you, when you think about the fragility of that very important artefact?

LISA HAVILAH: Yes, but we—of course the protection of the Powerhouse collection is the utmost priority for the museum. That's why we have such an incredibly skilled collections team that work with us to manage the collection and how it is presented.

The Hon. SUSAN CARTER: Once all of the sites are operational, do you expect your budget to remain the same, or do you expect it to increase—your opex?

LISA HAVILAH: The opex does increase, yes.

The Hon. SUSAN CARTER: By how much? What's the percentage?

LISA HAVILAH: I'd have to take that on notice.

**Answer:**

**I am advised**

I am advised that subject to the exhibition and object type, Powerhouse can display objects in an open display approach. This is a standard contemporary approach to displaying collections, particularly where those objects are very large (i.e. transport, spacecraft, aircraft). Powerhouse Collection staff assess objects and determine security requirements before objects are placed on open display.

Visitor Services Registers indicate that the Catalina was interacted with over 1,000 times by visitors. There was no damage or change in the condition of the object. Touching is an incidental effect of displaying objects using the open display approach is not considered damage to an object. Powerhouse Collection staff monitor interaction and adapt display approaches and operational responses as appropriate. The Catalina did not incur any damage while on public display. Powerhouse continues to work with NSW Treasury to finalise future operating budgets.

**Question no: 26**

**Transcript page no: 49-50**

The CHAIR: Mr Carlon, I want to get some information, if I can, about speed cameras and the road death tolls. There was the change of course to speed cameras and the warning signs that were put back in place. Has the Government commissioned research or got evidence before it to show what impact those warning signs have on people speeding and the death toll? Have you been able to draw a correlation there?

BERNARD CARLON: There is an evaluation of our automated enforcement strategy, which has commenced. There will be an evaluation of the impacts of the whole strategy as well as the individual programs.

In terms of the timing, we'd have to take that on notice for when all that will be available. We normally would do, based on the Auditor General's previous advice around speed cameras and those policy changes, a five-year analysis in order to determine whether or not, and the degree to which, any particular policy change had an impact on trauma reduction. That is basically the way in which that is happening. Certainly in terms of the trauma on our roads, last year we saw a significant increase in the fatalities. So far this year we have seen that moderate to a degree. In February, we had around 95 more deaths than the previous 12-month rolling average. By the end of August, 27 August, that had moderated to be 26 deaths compared to the previous 12 months. So we are starting to see that increase moderate. As of today, we are 227 fatalities compared to 225 for the same period last year, which is two more fatalities. I should have prefaced this with, clearly the impact of the loss of loved ones and the serious injuries incurred by individuals is tragic in these preventable crashes. I think there is a moderation of that increase that we've seen in the number of fatalities on our roads. We're hoping that the measures that have continued to be implemented as part of the Road Safety Action Plan will continue to drive that down over the next four months so that will see us under the amount of fatalities that we had last year by the end of this year.

**Answer:**

**I am advised**

The NSW Automated Enforcement Strategy for Road Safety, along with the individual camera programs, will undergo full outcome evaluations which includes crash analysis at

automated enforcement sites. The evaluation of the programs is expected to be completed by late 2025.

**Question no: 27****Transcript page no: 51-52**

The Hon. MARK BANASIAK: Am I correct in saying, though, in 1988 the floor space was around 21,000 square metres, and it remained that until you came in as CEO in 2014?

LISA HAVILAH: Following the museum opening in 1988, there were significant changes that were made. Following 1988, over the period of 34 years of the museum operating on the site, there have been significant changes that have happened within the museum in terms of orientation. There have been new lifts and there have

been new spaces consolidated and changed. None of that change happened in the past five years, during my period there, but that is the assessment of the exhibition space as it currently stands. It doesn't include things like hallways and other spaces. We're only counting the exhibition space.

The Hon. MARK BANASIAK: Are you saying there has been no change in exhibition space since you became CEO, or there has been?

LISA HAVILAH: No, there hasn't been any significant change in exhibition space.

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The Hon. MARK BANASIAK: Significant?

LISA HAVILAH: I think we have restored—in the boiler hall we took the carpet up and restored the concrete floor, but there haven't been any square metreage changes.

The Hon. MARK BANASIAK: At all? Are you able to take on notice—

LISA HAVILAH: I will take it on notice, but I don't believe so.

The Hon. MARK BANASIAK: —from 2014 until now, whether there have been any fluctuations, up and down?

LISA HAVILAH: I'm very happy to, yes.

**Answer:****I am advised**

I am advised that during Ms Havilah's tenure as Chief Executive of the Powerhouse Museum since 2019, there have been two changes to exhibition space:

1. Carpet from the Boiler Hall was removed, and the concrete floor restored
2. An exhibition space in the Switch House closed in 2021 to facilitate the delivery of the Collection Digitisation Project.

**Question no: 28****Transcript page no: 51-52**

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 LISA HAVILAH: I'm very happy to, yes.

**Answer:**  
**I am advised**

See answer to question 27.

**Question no: 29**  
**Transcript page no: 52**

The Hon. MARK BANASIAK: That's all good; I just wanted to double-check. I might just jump over to Ms Mares. Have we got any feedback on the Bulli bypass?  
 TRUDI MARES: Yes. In the Regional Roads Fund—that's why we didn't have it at hand—there is \$20 million in the budget papers for investigation of extension of Memorial Drive to provide potential bypass.  
 The Hon. MARK BANASIAK: I'm just looking at what the early investigations will involve. Have we done any of these early investigation steps? Have we started to identify a feasible location or footprint?  
 TRUDI MARES: I don't have a lot of information on the Regional Roads Fund. I don't know if Ms Drover has any update on that.  
 The Hon. MARK BANASIAK: Is Wollongong classed as regional now?  
 TRUDI MARES: Yes, it is in that portfolio.  
 The Hon. MARK BANASIAK: It keeps changing. It is hard to keep track.  
 CAMILLA DROVER: We will come back, hopefully—  
 TRUDI MARES: Monday.  
 CAMILLA DROVER: —as soon as we can.

**Answer:**  
**I am advised**

Planning for the extension of Memorial Drive to provide a bypass of Bulli town centre commenced in 2023.  
 Reviews of past investigations of bypass alignments and escarpment crossings has been completed, as well as a desktop review of geotechnical research, mapping of historical mines, and identification of utility infrastructure.  
 Initial community consultation was completed in March 2024. Over 80 per cent of responses to the survey expressed support of a bypass. A detailed summary report is being prepared and is expected to be finalised in October 2024. It will be made publicly available on the project website once complete.  
 Transport modelling, strategic designs and environmental studies are underway.

**Question no: 30**  
**Transcript page no: 53**

JOSH MURRAY: Mr Banasiak, I do have a little bit more information on Bulli, if it's worthwhile now—ahead of Monday.  
 The Hon. MARK BANASIAK: Yes.  
 JOSH MURRAY: As my colleagues have mentioned, \$20 million has been set aside. Early planning work on the bypass includes commencing the registration of the project with Infrastructure NSW; collecting traffic

survey data, which has been done on numerous occasions, most recently in April 2024; commencing Aboriginal heritage and environmental impact studies in the surrounding area; commencing strategic transport modelling to estimate future travel patterns; and exploring the alignment options and the resulting impacts on the surrounding road network using latest population and employment data. That's where we're at, at the moment, for Memorial Drive.

The Hon. MARK BANASIAK: It says on your website that you received input from community specifically to this project in February and March this year and that there'd be a consultation summary report

Can that be found somewhere public? I've looked on the website. It doesn't seem to be there.

JOSH MURRAY: I don't believe we have the summary yet, but we will check that and if it's available—again, before Monday—we can provide that.

**Answer:**

**I am advised**

I refer to the response to Question on Notice 29.

**Question no: 31**

**Transcript page no: 55-56**

The Hon. NATALIE WARD: Okay, understandably. There's a budget line item for south-west Sydney roads planning. You expect to spend \$65 million, Mr Murray. Which roads are within the business case for that one?

JOSH MURRAY: I'm going to ask Ms Mares to talk to south-west Sydney roads as it's been a significant focus over recent times, including with the Federal Government.

TRUDI MARES: South-west Sydney roads planning—the \$65 million is for four pieces of planning: Menangle Road, Camden Valley Way, Cowpasture Road and the Hume Highway.

The Hon. NATALIE WARD: When will the strategic business case be complete for that?

TRUDI MARES: I would have to just check the dates for those, but we've just received money in this budget for that, so we've just commenced works.

The Hon. NATALIE WARD: Is that likely to be this year?

TRUDI MARES: I will have to check; I wouldn't want to give you the incorrect answer.

The Hon. NATALIE WARD: Understanding that and the complication of that, when is the final case scheduled or anticipated to be complete?

TRUDI MARES: Again, we'll check all the milestone dates and be able to provide those to you.

The Hon. NATALIE WARD: Does that funding that you mentioned cover both the strategic business

case and the final business case?

TRUDI MARES: Can I just check? I should be able to come back to you this afternoon, but I'll just check that.

**Answer:**

**I am advised**

The funding will be allocated to undertake the development of the business cases and investigations. Transport for NSW is finalising the scope of the planned investigations. The funding has been allocated over four years between 2024-25 and 2027-28.

**Question no: 32**

**Transcript page no: 56**

The Hon. NATALIE WARD: That'd be very helpful. The budget says you intend to spend \$276.3 million for Garfield Road over the next four years. Is that correct?

TRUDI MARES: Yes.

The Hon. NATALIE WARD: The contract is only expected be awarded on that one in Q3 2028. That's right, isn't it?

TRUDI MARES: We'll just check that.

CAMILLA DROVER: Construction procurement is expected to commence in 2027.

The Hon. NATALIE WARD: Is that contract award?

CAMILLA DROVER: No, that's the commencement of the construction procurement.

The Hon. NATALIE WARD: When is the contract expected to be awarded, though?

CAMILLA DROVER: I'll need to check whether it will still be within 2027 or fall into early 2028.

The Hon. NATALIE WARD: That's interesting, because Infrastructure NSW says that it will be awarded in Q3 2028, so I'm just wondering which one it is.

CAMILLA DROVER: Well, it may be 2028 but commencing in 2027. The procurement process is many months.

The Hon. NATALIE WARD: Perhaps you might reconcile those. They seem quite definite on their website that that's when it will be awarded. If it is 2028, it will then fall into the 2028-29 budget. That's correct, isn't it?

CAMILLA DROVER: Yes, post-award, there will be moneys in the future years for the delivery.

The Hon. NATALIE WARD: Why is it in the budget now, then? If it can't be awarded until the 2028-29 budget, why is it in the budget now, if it can't be spent?

CAMILLA DROVER: We're still spending money on it. For example, we'll be awarding the detailed design shortly. The EOI for that closed in July this year. We're still developing the project, ready for that construction procurement.

The Hon. NATALIE WARD: So detailed design this year?

CAMILLA DROVER: Yes, so the contract should be awarded early next year. Early 2025 that detailed design will therefore be provided. There are the further planning works, property acquisition, preconstruction activities et cetera.

The Hon. NATALIE WARD: So they will all happen in 2025?

CAMILLA DROVER: And 2026.

The Hon. NATALIE WARD: How are you going to spend the \$276.3 million in the three years prior

to the delivery of the project? Because that's not until the final financial year of the forward estimates.

CAMILLA DROVER: I'll need to have a look at the forecast that you've got in front of you, unless you

can share that with me now.

The Hon. NATALIE WARD: It's got Garfield Road on the Infrastructure NSW website, so it has the

spend. It's got the Garfield Road upgrade east, and that tender is Q4 2028. I can't reconcile how you can spend the

\$276.3 million in the three years prior to delivery of the project.

CAMILLA DROVER: Happy to take that on notice and just confirm.

**Answer:**

**I am advised**

The NSW and Federal Governments provided additional funding in the recent budget which enables full delivery of the project. In the context of this additional funding and a full delivery strategy, funding will be re-profiled in future budgets to meet the delivery strategy. Main construction works are planned to commence in 2027. The upgrade project is currently proceeding into detailed design and preparations for its construction. Detailed land surveys, subsurface utility location and investigation of ground conditions including geotechnical studies, are currently taking place to collect data and to inform the detailed design and delivery schedule. Transport is also currently preparing the submissions report to respond to community feedback on the Review of Environmental Factors.



**Question no: 33****Transcript page no: 57**

The Hon. NATALIE WARD: Have you had any advice to suggest that construction won't start until 2030?

TRUDI MARES: On what, sorry?

The Hon. NATALIE WARD: So there's preliminary, there's planning and there's safety. But is it correct that the project won't start construction works for the actual upgrade—the full upgrade—until 2030?

TRUDI MARES: We have not timelined that. The planning work for the full alignment is just being undertaken now, so we do not have the time frame for the future investment decision, final business case and upgrade works.

The Hon. NATALIE WARD: Yes, that's kind of my point, though, isn't it? It's the full upgrade. So you haven't had any advice to suggest that construction work won't start until 2030. Am I understanding you?

TRUDI MARES: The commitment was to look at what the plan would be for the upgrade, so we have not got dates for construction for the full works.

The Hon. NATALIE WARD: Does that safety work include inserting new lanes into Fifteenth Avenue?

TRUDI MARES: I will just have to have a look at what we are doing for the safety and access works, exactly, and come back to you.

**Answer:****I am advised**

Planning for upgrades of Fifteenth Avenue are underway with a strategic business case expected to be completed by the end of the year. The intersection with Cowpasture Road and Hoxton Park Road, and Cowpasture Road between Fifteenth Avenue and the M7 have been identified as major causes of congestion and are areas of focus. Investigation works for these upgrades are now underway, having commenced in May.

**Question no: 34****Transcript page no: 58**

The Hon. NATALIE WARD: Perhaps while you're getting some of that information, I might try it this way: Can you perhaps take on notice the delivery dates for each of those projects in the budget? I can sit here and we can go through each of them excruciatingly for everybody who is not being asked a question, or—I think we did this last time—

TRUDI MARES: We did.

The Hon. NATALIE WARD: Are you able to take on notice the delivery dates for each of those?

TRUDI MARES: Sure.

The Hon. NATALIE WARD: They're in the budget. That's great. There's some funding there, but delivery is obviously critical. That would be helpful. Thank you.

**Answer:****I am advised**

Where confirmed, delivery dates are included in Chapter 4, Budget Paper 3 of the 2024-25 NSW Budget.

**Question no: 35****Transcript page no: 58**

Natie Ward: I might move on, then. The budget talks about the Elizabeth Drive upgrades. That sets out \$661 million over the next four years on Elizabeth Drive. When will the contract be awarded for that project?

TRUDI MARES: Elizabeth Drive has got two lots of work being done. First there was the \$200 million for safety and access works again.

The Hon. NATALIE WARD: Yes, from the Evans Road fund.  
 TRUDI MARES: That work's underway. Then the additional funding that's been provided is being sectioned into upgrade staging.  
 The Hon. NATALIE WARD: For M7 to Badgerys Creek.  
 TRUDI MARES: Yes, correct.  
 The Hon. NATALIE WARD: And then Elizabeth Drive to Northern Road to Badgerys Creek.  
 TRUDI MARES: Correct.  
 The Hon. NATALIE WARD: When do we anticipate the contract will be awarded for that project?  
 TRUDI MARES: Have you got a date for that?  
 CAMILLA DROVER: No, because we're still in the planning phase.  
 TRUDI MARES: The same answer as Mamre: working through the staging and sequencing and we would have to come back, when we've been through those assurance processes, with a contract date.  
 The Hon. NATALIE WARD: So there's no funding as yet or no anticipated date for award of the project. Would you have to come back for that one as well?  
 TRUDI MARES: Yes.  
 The Hon. NATALIE WARD: Is that funding for that project Elizabeth Drive west or east?  
 TRUDI MARES: The \$661 million?  
 The Hon. NATALIE WARD: Yes—as divided into the two.  
 TRUDI MARES: That's the full section. Yes—both sections.

**Answer:****I am advised**

I refer to the response provided during the hearing.

**Question no: 36****Transcript page no: 59**

The Hon. NATALIE WARD: Yes, thank you. I understand that. That's helpful. In the time I've got left, I might jump to another one. Mr Murray, on the eTendering website there's a contract posted in regard to the heavy vehicle rebate, and a cost associated with that of \$36 million. That's since been taken down. Why was that contract taken down?  
 JOSH MURRAY: I'd have to check that for you. It's not something that I've got information on to hand, but we will certainly take that on notice.  
 The Hon. NATALIE WARD: Can someone try to check that this afternoon, perhaps?  
 JOSH MURRAY: We will try. I've got a couple to come back on.  
 The Hon. NATALIE WARD: A couple of hours—thank you. I'm just wondering why taxpayers needed to spend \$36 million on that project.  
 JOSH MURRAY: We'll ascertain the rationale around that coming off the website.  
 The Hon. NATALIE WARD: All right, but Transport spent \$36 million on the heavy vehicle rebate scheme. I'm trying to understand what that's for and why that was.  
 JOSH MURRAY: I'll get some more detail for you. I'm sure we can come back on that one.  
 The Hon. NATALIE WARD: Does that ring a bell for anyone? Heavy vehicle rebate—\$36 million?  
 TRUDI MARES: No.  
 The Hon. NATALIE WARD: No? No-one? Ms Hoang?  
 BRENDA HOANG: No, it doesn't ring a bell at the moment. We'll take that on notice. It could possibly be sitting in the regional transport space, so we'll look into that.  
 The Hon. NATALIE WARD: Ms Mares? Ms Drover? No-one?  
 TRUDI MARES: No, I'm sorry. I don't. We'll have a look at that.  
 The Hon. NATALIE WARD: I'm also interested in what the total cost to taxpayers is, including implementation costs, for the heavy vehicle rebate. If you could provide that one as well, that would be helpful.  
 JOSH MURRAY: Okay.

**Answer:**  
**I am advised**

In total, three purchase orders with a total value of about \$36 million were created as a mechanism to pass through the heavy vehicle rebates from Transport for NSW back to customer accounts. As this was not considered to be procurement of goods or services between Transport for NSW and the suppliers, eTendering disclosures were subsequently withdrawn.

**Question no: 37**  
**Transcript page no: 59-60**

The CHAIR: Mr Rodrigues, I want to turn to the requirement for you to report every year to the Parliament under section 163A of the Liquor Act. In relation to the night-time economy reforms, there are reports that are provided to the Parliament in terms of how they are going. You're aware of what I'm talking about?

MICHAEL RODRIGUES: I understand that there's a report under the 24-hour Economy Commissioner Act. I'm not familiar with the report under the Liquor Act—that I'm responsible for—but I'm happy to be guided.

The CHAIR: Actually, this may be Liquor and Gaming—just tell me if it is—in terms of how many venues have applied and received the late-night trading.

MICHAEL RODRIGUES: That would be a question for Mr Barakat.

The CHAIR: The special entertainment precincts, in terms of Enmore—how is it going with others? We still only have Enmore. Is that correct?

MICHAEL RODRIGUES: That is correct. We have run an expression of interest process for councils interested in applying for special entertainment precincts. I believe there have been 21 expressions of interest in that model. I understand also that guidelines, which have also been developed in consultation with councils for the implementation of special entertainment precincts, are now out on exhibition. I think it's fair to say there are also some councils who publicly have resolved to implement special entertainment precincts or consider them,

most notably the Inner West, as you're probably aware.

The CHAIR: Yes.

MICHAEL RODRIGUES: That's where the process is currently.

The CHAIR: The time frame for it—you're saying guidelines have been released. Is that correct?

MICHAEL RODRIGUES: On consultation is my understanding.

The CHAIR: Is there an expectation that there may be additional special entertainment precincts in place before summer, or is it going to be longer than that?

MICHAEL RODRIGUES: I may need to take it on notice, but I don't believe it would happen before

summer. It's a new process under the legislation. Our office is concierging it, essentially, but making sure, through

consultation, that what we end up with is fit for purpose. As part of that, we will also then assist councils, after

the guidelines are approved, to complete the process that they need to, which will involve application to the

planning Minister.

**Answer:**  
**I am advised**

As at 17 September 2024, 355 live music venues and 68 live performance venues were published on the Liquor & Gaming NSW website. All these venues are entitled to access

the extended trading incentive under section 12A of the Liquor Act 2007. The timeline for establishment of the precincts is a matter for Councils.

Establishing a Special Entertainment Precinct involves formal exhibition of proposals; consultation with communities, businesses and venues; and working with the Department of Planning Housing and Infrastructure to map the precincts. The Office of the 24-Hour Economy Commissioner is providing support to assist councils with this process.

The Office of the 24-Hour Economy Commissioner is aware of at least seven councils that have passed resolutions to explore or establish a Special Entertainment Precinct.

Inner West Council has announced and undertaken early consultation on six new Special Entertainment Precincts at Balmain, Marrickville north, Marrickville town centre, Leichardt, Dulwich Hill and Rozelle.

**Question no: 38****Transcript page no: 60**

MICHAEL RODRIGUES: The Vibrancy Reforms agenda has been a multi-agency program. It's a continuing program of government. The first round of it has an imaginatively named steering committee that I co-chair with the Cabinet Office that includes police, Health, Planning—a number of relevant agencies. That is one mechanism around the regulatory review and then the Cabinet process leading to legislation.

The CHAIR: Is somebody on that from police?

MICHAEL RODRIGUES: Correct. Yes, absolutely.

The CHAIR: What's that position? Who's on the steering committee?

MICHAEL RODRIGUES: The position is currently filled by Mr Paul Dunstan. It was previously

Mr Lanyon, prior to his departure.

The CHAIR: And his position is—

MICHAEL RODRIGUES: I don't want to get his title incorrect. I think he's a superintendent in the NSW Police Force, but maybe we can clarify that.

**Answer:****I am advised**

Superintendent Paul Dunstan is the NSW Police Force representative on the Vibrancy Regulatory Reforms Steering Committee.

**Question no: 39****Transcript page no: 61-62**

The CHAIR: Yes. While you're doing that, Heathcote Road is another one that I've been contacted about where I don't think a promise to fence has been realised yet.

TRUDI MARES: I'll start with Heathcote, then. In Heathcote we did the bridge widening over Woronora, and there is koala fencing there for those sections.

The CHAIR: When was that put in place?

TRUDI MARES: I'll get the date for you. I might have it here.

The CHAIR: Was it recently?

TRUDI MARES: Last year, when it was opened to traffic. We have been tracking koala movements and they are using that traverse, and they use the mini bridge under the bridge to get to the other side, so that has been quite successful. You know about Picton Road. We put the fence in there; that has been successful as well.

There is additional fencing being undertaken for Heathcote Road. I will double-check, but I think that will commence next year.

The CHAIR: Right. I think that's the one I'm being asked about.

TRUDI MARES: Heathcote is next year. On Appin Road, the four kilometres of temporary works are in. We had that unfortunate incident with it coming down. They're working to put

concrete blocks and reinstate that by Monday. They're working on that now. We hope to get a date very soon when they will put the permanent fencing work in and start commencing those and do the two underpasses for Appin Road. That'll go from Ambarvale right up to the Mount Gilead development.

The CHAIR: That's very useful. What's the timeline? There are two underpasses. They haven't commenced yet, have they?

TRUDI MARES: No, they haven't. The approval under the addendum REF was that they had to put the temporary fencing in, which has been completed for the four kilometres.

They are getting ready to commence construction on the fencing and the underpasses. I did ask for a timeline. I don't have that with me today, but we'll follow that up.

**Answer:**

**I am advised**

Koala fencing was constructed as part of Heathcote Road Bridge. Work was completed in August 2023 and opened to traffic soon after. Koala mitigation included installing koala fencing on Heathcote Road at both ends of the bridge, keeping koalas away from the road corridor and guiding them under the bridge. Recent monitoring has demonstrated koalas safely navigating along the banks of the Woronora River. The other koala fencing project on Heathcote Road is at Deadman's Creek Bridge near the Sandy Point turn-off. This project is being completed in stages. Stage 1 of this project (underbridge access improvements) is complete. Stage 2 involves approximately 1 kilometre of koala fencing and is expected to be completed in 2025. In the interim, both Liverpool and Sutherland Shire Councils are installing temporary driver warning signs along Heathcote Road to coincide with the koala dispersal season.

**Question no: 40**

**Transcript page no: 62**

The CHAIR: You pre-empted my next question. Ms Webb, you talked about barriers, and that's right; in quite a big section of the main highways that's what we need to do. But in certain parts that are critical wildlife corridors—and I recognise that underpasses and overpasses and every corridor is probably not realistic. I know there are a couple of great overpasses, as I am sure you're all aware, on the Pacific Highway on the North Coast. Is the Government considering wildlife overpasses like that in other parts of the State where there are significant wildlife fatalities, where it is a significant crossing, as well as the barriers that you mentioned?

SALLY WEBB: Certainly when we're designing new stretches of road, as part of the design of those new works we will look at the impact on the environment of that development and look at overpasses, underpasses and other wildlife protection factors, including fencing and potentially putting koala fodder along the alignment, away from the road, to redirect the wildlife. In terms of active interventions on particular pieces of road, I think Ms Mares has spoken to those existing precincts—Picton, Appin Road, Bells Line of Road et cetera. But I am not aware of other particular—

TRUDI MARES: Assessments on existing roads, I think is your question, Chair.

The CHAIR: Yes.

TRUDI MARES: I might take that on notice, if I could, and see if there are any works being undertaken on existing roads. We rely on the data that would come from the department of environment and climate change on where there are koala habitats or wildlife interventions that we would need to look at.

**Answer:**

**I am advised**

Outside of its road development program, Transport for NSW undertakes koala mitigation works on existing roads in partnership with the Department of Climate Change, Energy,

Environment and Water (DCCEEW) as part of the NSW Koala Strategy. These works typically involve fencing, underbridge improvements and signage. Funding of \$10 million has been made available under the current Koala Strategy for both Transport for NSW and local governments to address priority vehicle strike hotspots around NSW. Transport for NSW has signed a funding Memorandum of Understanding with DCCEEW and has established a koala working group to identify and scope priority projects based on available vehicle strike data and feedback from the community, including wildlife carers. Projects on Picton Road (Allen's Creek fencing), Heathcote Road (Deadman's Creek fencing plus koala advisory signage) and the Bruxner Highway have been funded under this program to date. Transport for NSW is currently developing a project to convert part of a bridge over the M1 at Waterfall south of Sydney to promote koala connectivity between Heathcote and Royal National Parks. This project is in the design and assessment phase. Consideration of wildlife connectivity and vehicle strike reduction requirements is also a routine part of Transport for NSW's infrastructure development program. A recent example of providing fauna connectivity is the wallaby overpass constructed over Mona Vale Road as part of the Mona Vale Road East project. The bridge opened in April 2024, restoring connectivity between Ingleside Nature Reserve and Katandra Bushland Sanctuary. Wallabies and bandicoots have already been recorded using the bridge.

**Question no: 41****Transcript page no: 63-64**

The Hon. SUSAN CARTER: As a museum of applied arts and sciences, how many of the creative residents are working in an applied science field?

LISA HAVILAH: I'll just find my notes.

The Hon. SUSAN CARTER: You can take that on notice if you like.

LISA HAVILAH: Okay.

The Hon. SUSAN CARTER: Also, could you tell me how many of the Powerhouse associates are working in an applied science field?

LISA HAVILAH: I can take that on notice. We have six associates; I believe two are applied science.

The Hon. SUSAN CARTER: Two out of the six.

LISA HAVILAH: Yes, but I'll get you the exact details.

The Hon. SUSAN CARTER: And the other four are—

LISA HAVILAH: Applied arts.

The Hon. SUSAN CARTER: So there are four in applied arts and two in applied sciences?

LISA HAVILAH: Yes.

The Hon. SUSAN CARTER: Does that balance change as the participants in the program change?

LISA HAVILAH: The program changes every year in terms of the associates, and we really try to get a balance between applied arts and applied sciences in terms of that program.

The Hon. SUSAN CARTER: So we could expect next year it would be four in the sciences and two in the arts?

LISA HAVILAH: That would be our hope, yes.

The Hon. SUSAN CARTER: Do creative residents receive fees or funding for the museum at any point?

LISA HAVILAH: I'd have to take that detail on notice, but the overall approach to that program is that we provide a subsidy to a rental fee. In exchange for that rental, the organisation or the individual works with the museum on a range of different programs. They might be education programs; they might be research programs.

It might be an exhibition program. But the idea is to support and sustain their practice but also embed their practice into the programs of the museum.

The Hon. SUSAN CARTER: That work that they do for the museum—does that attract funding on top of the subsidy that they receive for the rent?

LISA HAVILAH: I don't believe so, but if it does I will detail that information for you.



The Hon. SUSAN CARTER: How much rent in total have you received from creative residents in the past financial year?  
LISA HAVILAH: Let me just check that for you.

**Answer:****I am advised**

I am advised that there are two creative residents working in the field of applied sciences. I am advised that there are three associates working in the field of applied science. The Powerhouse Residency Program supports the creative industries by providing subsidised workspace to NSW-based practitioners and organisations of the applied arts and sciences that reflect the diversity of the Powerhouse Collection. Powerhouse Residencies provide opportunities for industry to engage with the Powerhouse Collection, collaborate with community and support scientific, creative and cultural practice. In exchange for subsidised workspace, residents collaborate with the Powerhouse to deliver programs across sites. On occasion, works by residents may be acquired into the Powerhouse Collection which may attract a fee. I am advised that \$119,000 in rental income was received from creative residents.

**Question no: 42****Transcript page no: 64-66**

BERNARD CARLON: I should say that residents have raised concerns regarding pedestrian safety and are seeking a review of the 40-kilometre school zone. Crash history has been reviewed and carried out for the past five years on Forest Way between Wearden Street and Glen Street. There have been seven reported crashes, including one pedestrian crash. We are aware of the additional pedestrian crash that occurred this year as well, and we're working on the review of that. We've been working with Northern Beaches Council, actively seeking funding throughout State and Federal programs for that program to upgrade the road surface to higher friction asphalt. We're assessing the site for any pedestrian facility and additional pedestrian infrastructure that would separate the vehicle and pedestrian traffic in that area. We're also doing the review of the school zone area as well.

The Hon. NATALIE WARD: In terms of where that application is up to for the other funding opportunities, where is that at?

BERNARD CARLON: I'd have to take that on notice and double-check. There are a number of programs that are currently being reviewed.

The Hon. NATALIE WARD: Which ones?

BERNARD CARLON: I can give you an update of those School Infrastructure programs as well as our Safer Roads Program.

The Hon. NATALIE WARD: So, Safer Roads and School Infrastructure. Federal funds?

BERNARD CARLON: And Federal funding, yes.

The Hon. NATALIE WARD: Do you know which ones?

BERNARD CARLON: No. I'd have to take it on notice and give you the details as to where those processes are up to.

The Hon. NATALIE WARD: I'm trying to help you here, Mr Carlon, to get some funding in. In relation

to that pedestrian—and obviously not identifying them—do you have an indication of the age of that pedestrian?

I'll put that in the context of the school that is nearby.

BERNARD CARLON: No. I don't have those details to hand.

The Hon. NATALIE WARD: If you could, perhaps, take that on notice—whether it was a school-age student or not.

BERNARD CARLON: Yes.

The Hon. NATALIE WARD: Clearly there are concerns from the community in relation to that, because primary school students from the Wakehurst Public School cross that busy road on a daily basis, and there are cars and trucks travelling there at 70 kilometres per hour. We heard earlier about the ratio of fatality and

serious injury depending on the kilometre-per-hour rate of the vehicle travelling. They are travelling at

70 kilometres because it's not in a school zone. Are you aware of that?

BERNARD CARLON: I'm not familiar exactly with those local streets and that particular school zone,

but a review is being conducted around the potential extension of school zones.

The Hon. NATALIE WARD: Where is that potential extension?

BERNARD CARLON: Again, I'd have to take that on notice and reply.

The Hon. NATALIE WARD: There is obviously concern because there are school students crossing

there. It's not only a busy road but also a high-speed zone with trucks. Can you give us an indication of what the

urgency might be around that review?

BERNARD CARLON: Yes, certainly. I think there is another program, which came out of the forum,

where we are actually looking to look at a range of different areas across travel to school.

We know that between

four to six times more crashes during those school zone periods actually happen not within those school zones but

on the route to school. There is a review that is taking place, which we're going to

prioritise, in a range of locations

in the metropolitan and regional areas. We will take this on notice, of course, but we could consider this area for

participating in that review, which is a broader scale review of safe routes to school, essentially.

The Hon. NATALIE WARD: Could you confirm on notice whether this particular spot is included in that?

BERNARD CARLON: We can come back on notice to give you advice, yes.

The Hon. NATALIE WARD: Thank you, that would be helpful. Given that primary school students are involved, there is some urgency, I would have thought, to that. We'd be grateful for your consideration of that. Can you provide to this Committee the number of incidents and accidents along Forest Way in the last financial year?

BERNARD CARLON: Again, I can take that on notice. We do publish all of the data associated with crashes on local roads. That would be up to date for 2023 on our website, but we can give you an update with this year's data as well.

The Hon. NATALIE WARD: Does that identify Forest Way?

BERNARD CARLON: Yes.

#### **Answer:**

#### **I am advised**

The project application for funding Forest Way, Belrose between Wearden Road and Glen Street has been endorsed by Transport for NSW and is currently being considered by the Australian Government under Round 2 of the Road Safety Program – Walking and Cycling Infrastructure sub-program. On 19 April 2024, the NSW Government announced several actions that arose from the Road Safety Forum held in February. One action was the review of up to 35 school precincts across NSW for improved safety on key routes to school that do not meet the current criteria for a school zone. Wakehurst Public School has been included within the draft list of schools to be reviewed. The review is focused on the opportunity for safer speed limits around schools. Findings from the review will help inform a future approach to extending the benefits of school zones onto routes that do not

meet the current criteria for a school zone. The project is scheduled to take six months to complete.

**Question no: 43****Transcript page no: 66**

The Hon. NATALIE WARD: Good. Staying on Forest Way, and the graffiti at the intersection of Warringah Road, is Transport satisfied that the work undertaken by Connect Sydney—the body that does graffiti clean-up—to put up barriers is sufficient to stop graffiti at that location?

JOSH MURRAY: I'm happy to have a look into that. That is obviously part of that maintenance contract that falls under one of those responsibilities, but if the Committee has concerns that that intersection—which is obviously much larger than it has always been over the years—has some new vulnerabilities, we're happy to have a look at it.

The Hon. NATALIE WARD: Thank you, Mr Murray. I'm pleased that you've identified that it has expanded. I understand that, despite those barriers, there is still graffiti on that intersection. It has cost, so far, over \$100,000 to remove graffiti at that intersection in the last two years. If you can come back to us on the implications of that one?

JOSH MURRAY: We will take that on notice.

The Hon. NATALIE WARD: And what it might take for the graffiti to stop—and to stop that taxpayer funding of the clean-up—and, rather, get those barriers in place. That would be helpful. Can I ask how Transport is monitoring that intersection for graffiti?

JOSH MURRAY: Again, I think we'll take that on notice in terms of the graffiti elements. We obviously monitor it from a traffic point of view, but I couldn't speak here to how much we can see into the areas that might be hidden from view.

The Hon. NATALIE WARD: Maybe the recurrence after the clean-up—and recurrence and clean-up and recurrence—might be of interest to drive initiatives for funding.

**Answer:****I am advised**

Transport for NSW recognises deterring graffiti on infrastructure assets is a broader social issue. Transport for NSW will engage with Northern Beaches Council and the Local Area Police Command to discuss potential opportunities on how to deter graffiti across the Northern Beaches and better understand what initiatives have worked previously that could be considered. ConnectSydney will continue to remove graffiti across the network and schedule the required works based on network priorities, as per the current maintenance arrangement. ConnectSydney inspectors regularly patrol the network to identify defects, including graffiti, which are categorised by criticality and actioned accordingly.

**Question no: 44****Transcript page no: 66**

The Hon Natalie Ward: What's the current shortage—sorry, I don't know the technical term—of lollipop people for school zones?

JOSH MURRAY: School crossing supervisors.

The Hon. NATALIE WARD: Thank you—affectionately known as lollipop monitors.

JOSH MURRAY: That's right. Ms Webb or Mr Carlon?

SALLY WEBB: I'd have to check the exact number that we have in the program at the moment. It's a very enthusiastic cohort. The age of participants ranges from 18 right up to people in their eighties. At the last calculation, I believe we were about—between 1,350 and 1,400 positions—so, short about 100, 150 positions.

JOSH MURRAY: About 1,400 people is how many people are in those roles, and you believe it's short approximately—

SALLY WEBB: I believe it's short about 100 positions.

The Hon. NATALIE WARD: 100 short.  
 SALLY WEBB: I can confirm that number during the course of today.  
 The Hon. NATALIE WARD: That would be helpful. Maybe that could be part of the jobs program. How many 30-kilometre speed zones are enforced in New South Wales?  
 BERNARD CARLON: We do have that information, if I could return to it shortly, so we can just find out how many there are and come back to that one.

**Answer:****I am advised**

As at 17 September 2024, there were 960 supervised schools with over 1,500 trained school crossing supervisors monitoring 1220 crossings. There were 86 vacant Permanent Part Time positions and 225 vacant casual positions.

**Question no: 45****Transcript page no: 67-68**

The Hon. NATALIE WARD: I might go to the bridge. What is the current revenue for the Sydney Harbour Bridge toll?  
 TRUDI MARES: I don't think I have that with me, unless Ms Hoang has it. I have had it at every estimates before now, but I don't have it today.  
 The Hon. NATALIE WARD: I used to know it off the top of my head, but it might have changed.  
 BRENDA HOANG: I don't have that information at the moment, but I'm happy to get it to you shortly.  
 The Hon. NATALIE WARD: Can someone get that? I think it's a line item somewhere in the briefing note. You had it under me when I was the Minister. I have a ballpark, but it might have gone up since you put the—not you, but the Minister put the fee up.  
 BRENDA HOANG: We'll come back shortly.  
 The Hon. NATALIE WARD: If you can come back today, that would be good. What is the current revenue for the Sydney Harbour Tunnel?  
 TRUDI MARES: Same—we'll have to get both.  
 The Hon. NATALIE WARD: What is the maintenance cost for the previous financial year for the Sydney Harbour Bridge?  
 JOSH MURRAY: Again, I think we'll take that on notice and, if we can, get that figure back in from the team today.

**Answer:****I am advised**

The current revenue for the Sydney Harbour Bridge toll for financial year 2023-2024 was approximately \$75 million. The current revenue for the Sydney Harbour Tunnel for financial year 2023-2024 was approximately \$41 million. The capital and operational cost for maintaining the Sydney Harbour Bridge in financial year 2023-2024 was approximately \$82 million.

**Question no: 46****Transcript page no: 68-69**

The Hon. NATALIE WARD: What outcomes are currently available to Transport, then, if we don't know when that will be? What are the current outcomes that could be utilised?  
 TRUDI MARES: Mr Knoetze had the information on the current works that have been undertaken.

**Answer:**  
**I am advised**

Transport for NSW completed a draft Drummoyne Local Access Issues Study, which City of Canada Bay Council is currently reviewing. Following receipt of Council's comments on the draft, Transport for NSW will finalise the study.

As part of the study, Transport for NSW identified nine streets that have been impacted by rat-running as the result of Rozelle Interchange. To address rat-running in Drummoyne east of Victoria Road, Transport for NSW is proposing left turn bans from Victoria Road citybound to Lyons Road and Edwin Street eastbound during 7:00 – 9:00am, Monday to Friday. Transport for NSW recently completed community consultation on the left turn bans and is now considering this. If determined to proceed, it is expected the left turn bans will be implemented over the coming months.

For Drummoyne west of Victoria Road, Transport for NSW is working closely with City of Canada Bay Council to develop traffic calming options on impacted local streets. Transport for NSW has reviewed and provided comments on Council's current mitigation options from its own traffic study. Mitigations in west Drummoyne are being led by Council and funded by Transport for NSW.

**Question no: 47**  
**Transcript page no: 69**

The Hon. NATALIE WARD: Of course! The two that have gone. When will the business case be complete for Victoria Road and Parramatta Road?

TRUDI MARES: They're progressing well. We're, obviously, for Victoria Road, working through— one of the main options in there was to have a dedicated bus lane for Victoria Road and look at other options, including active transport links. That's progressing well. Parramatta Road is probably more complex—

The Hon. NATALIE WARD: But when will it be complete?

TRUDI MARES: —and we're working through that. Again, I don't have the date right in front of me, but I can take that on notice or try to get it for you now.

The Hon. NATALIE WARD: Either/or would be helpful. I learnt from the best!

BERNARD CARLON: I do have the numbers on the speed zones that you requested.

The Hon. NATALIE WARD: We might have that in Government time, if you don't mind. I've got 49 seconds left. Could you take that on notice or get it back today?

TRUDI MARES: Yes, will do.

**Answer:**  
**I am advised**

Transport for NSW has started work on the Parramatta Road and Victoria Road Final Business Cases.

**Question no: 48**  
**Transcript page no: 70-71**

Ms ABIGAIL BOYD: Someone was going to speak about the roads issue and the disability wheelchairs.

JOSH MURRAY: Ms Webb?

SALLY WEBB: Under the Road Rules, a motorised wheelchair that's speed-restricted—so it can't travel over 10 kilometres an hour—is categorised as a pedestrian. As a pedestrian, there's no weight restriction. There's no registration requirement and there's no licensing requirement, and of course they can travel on footpaths. But where I think the confusion arises is that under the Road Rules, which reflects the model Australian Road Rules, there is a weight restriction on motorised wheelchairs of 110 kilos. That rule only applies to

motorised wheelchairs that are not speed limited. If it's over 110 and it's not speed-restricted, then it actually can't travel on roads or paths. So there is a nuance there, under the Road Rules, in relation to certain wheelchairs—in terms of certain motorised devices—but it's not readily applicable because the general rule is that a motorised wheelchair that is speed-restricted to 10 kilometres an hour has no restrictions on it because it is categorised, essentially, as a pedestrian. So we've recently engaged with the CEO of Assistive Technology Suppliers Australia on this issue and, if you are dealing with another member of the disability community, we are very happy to engage with them to work through this rule and its practical applications.

Ms ABIGAIL BOYD: Yes, because the rule is quite different in other States and Territories. Victoria has a similar rule to us in that it is 110 kilograms, but they don't have a licensing regime. Then we have 170 in some of the other States and Territories. My understanding from the disability advocacy groups here is that most of those motorised wheelchairs are now not fitting within that characterisation of being okay to be on a footpath. Maybe we need to talk more about this. I'll put some questions in on supplementaries maybe.

SALLY WEBB: I think the practical impact is, though, if it is speed-limited to 10 kilometres an hour, no restrictions apply regarding weight, registration or licensing.

Ms ABIGAIL BOYD: Are you aware of how many are actually speed-restricted versus those that are not?

SALLY WEBB: I'd have to take that on notice. In the market, there may be others that are available—a range that are available—but certainly there is availability for those that are speed-limited to be treated as a pedestrian and have all the rights afforded to a pedestrian.

Ms ABIGAIL BOYD: All right. I will go back and check as well and put some supplementaries in clarifying, after I've spoken with them.

#### **Answer:**

#### **I am advised**

Under the NSW Road Rule 18(a), a person driving a motorised wheelchair that cannot travel at over 10km/h (on level ground) is categorised as a pedestrian. The term motorised wheelchair includes devices commonly called mobility scooters or gophers. Motorised wheelchairs that are speed limited are also exempt from registration or licensing requirements. Pedestrians are permitted to use footpaths and there is no weight limit in NSW for a motorised wheelchair that cannot travel at over 10km/h.

This means that wheelchair users have access to a broad range of therapeutic devices that meet their mobility needs, including new technologies. Most motorised wheelchairs and scooters available for sale in NSW are speed limited to 10km/h, however Transport for NSW advises customers to check this with their retailer when purchasing. Transport for NSW is aware there is some confusion owing to the framing of one of the NSW Road Rules, which reflects the model Australian Road Rules. This rule could be read to apply a 110kg weight restriction on all motorised wheelchairs. However, this rule only applies to motorised wheelchairs that are not speed limited.

Devices that are not speed limited (and can travel at over 10km/h) cannot be used on NSW roads or paths. They are not exempted from registration and licensing and cannot be registered. Therefore, while this rule is adopted in NSW for uniformity to the model rules, it does not impact users of legal motorised wheelchairs in NSW. There are no current plans to amend the regulation that governs motorised wheelchairs. Transport for NSW is also not aware of any current National Transport Commission proposal to further review the Australian Road Rules related to this issue.



**Question no: 49****Transcript page no: 74-75**

The Hon. SUSAN CARTER: Thank you very much. Mr Cox, how many grants were given out by Destination NSW in 2023-24?

STEVE COX: I'll give you the exact numbers. In 2023-24, for regional events, a total of \$917,434 was committed under that, which comprised 27 flagship event streams of \$580,000, one event development stream of \$37,500, 10 events with training or agreements—

The Hon. SUSAN CARTER: Perhaps you could provide that detail on notice. That'd be very helpful. I note that Budget Paper No. 02, at 8-14, shows that Destination NSW spent substantially less than was budgeted in 2023-24. What was the reason for that underspend?

STEVE COX: I'd need to go through the exact detail, but we often have fairly significant carry-forward amounts between events that are multi-year events, such as major events, State-significant events and the Aviation Attraction Fund. Generally those types of variances are an outcome of a movement between years. That's what results in that. I'm happy to take on notice the exact differential for you.

The Hon. SUSAN CARTER: That'd be great.

**Answer:****I am advised****Grants**

Information regarding specific NSW Government funding programs can be viewed at: <https://www.nsw.gov.au/grants-and-funding>. Additionally, a detailed breakdown of funding programs was provided on notice following the Budget Estimates hearing of 9 November 2023.

**Budget Paper No. 02**

The forecast underspend of \$60 million is due to approved carry forwards relating to event contracts and Aviation Attraction Fund agreement milestones.

**Question no: 50****Transcript page no: 75-76**

MICHAEL BRAND: At the moment this year, as I said, no further job losses, but we have cut some of our operating expenses, like many other institutions.

The Hon. SUSAN CARTER: In what way? What type of operating expenses?

MICHAEL BRAND: Across the board, but trying to do it across the board in a way where it doesn't have a significant impact.

The Hon. SUSAN CARTER: Can you give me two examples?

MICHAEL BRAND: It could be reductions anywhere—in programming, leaving a few positions vacant when someone has left. But I'm pleased to say we have maintained free entry in.

The Hon. SUSAN CARTER: How many positions have you left vacant when somebody has left?

MICHAEL BRAND: I couldn't give you the exact number. It'd be very small.

The Hon. SUSAN CARTER: Could you take that on notice, please?

MICHAEL BRAND: Yes, certainly. It's just trying to keep a vacancy percentage going as a way of helping.

The Hon. SUSAN CARTER: Is a vacancy percentage not a job loss?

MICHAEL BRAND: No, because the jobs would be filled, but we might not fill jobs immediately.

The Hon. SUSAN CARTER: What's the impact on other workers if their co-workers' positions aren't being filled?

MICHAEL BRAND: That's what we have to take into account when we make those sorts of decisions. If it were to make an unfair or unreasonable impact on other colleagues, we wouldn't do it.

The Hon. SUSAN CARTER: What is the vacancy percentage the Art Gallery is currently operating at?

MICHAEL BRAND: I'm afraid I'd have to take that percentage on notice.

**Answer:**

**I am advised**

I am advised that the Art Gallery currently has four vacant positions. I am advised that the Art Gallery's current vacancy percentage is 1.5%.

**Question no: 51**

**Transcript page no: 76-77**

The Hon. SUSAN CARTER: Mr Rodrigues, how many special entertainment precincts have been established in New South Wales?

MICHAEL RODRIGUES: There is one, on Enmore Road, as it currently stands.

The Hon. SUSAN CARTER: What information resources are there for councils to assist in establishing these precincts?

MICHAEL RODRIGUES: We recently published an exhibition—or it may be via one of our partner agencies—the guidelines for special entertainment precincts, which we have been in consultation with councils in developing since the laws were passed.

The Hon. SUSAN CARTER: Could you provide a copy of those on notice please?

MICHAEL RODRIGUES: Yes, sure.

The Hon. SUSAN CARTER: How many small music and arts venues have been established in New South Wales this calendar year? On notice would be great.

MICHAEL RODRIGUES: Sure. I'll do my best to answer that one on notice.

**Answer:**

**I am advised**

The Draft NSW Special Entertainment Precinct Guidelines and Draft NSW Special Entertainment Precinct Acoustic Toolkit: Optional Sound Guidance and Templates for Councils are on public exhibition until 27 September at

<https://www.haveyoursay.nsw.gov.au/special-entertainment-precinct-guidelines>

Data on the number of small music and arts venues established in NSW during this calendar year is currently unavailable. As of June 2024, Sound NSW's inaugural [State of the Scene](#) report identified 795 venues offering live music across NSW. Updated figures will be provided in next year's edition to infer the change in the number of venues. As at 17 September 2024, 355 live music venues and 68 live performance venues were published on the Liquor & Gaming NSW website. All these venues are entitled to access the extended trading incentive under section 12A of the Liquor Act 2007.

**Question no: 52**

**Transcript page no: 78**

The Hon. NATALIE WARD: How does the Destination NSW budget compare to its counterparts in competing States such as Victoria?

STEVE COX: I don't have up-to-date information in relation to that and it's difficult to ascertain. It's only what's available on public record.

The Hon. NATALIE WARD: I know. That's why I'm asking you.

STEVE COX: Each of the individual States have very different structures.

The Hon. NATALIE WARD: But you're the head of it. What's your feel? Are we ahead, are we on par or are we slightly behind?

STEVE COX: I haven't had a look at that in recent times.  
 The Hon. NATALIE WARD: Is that something you could take on notice?  
 STEVE COX: We could do our best to try to determine it, but it would be an estimation based upon public information.  
 The Hon. NATALIE WARD: Sure, but that would be helpful, just comparatively, to see where we sit.

**Answer:****I am advised**

In 2024-25, Destination NSW budget is a total of \$324.5 million. This level of funding enables the NSW Government to support a rapidly growing visitor economy, deliver a refreshed visitor economy strategy and support events, marketing and industry development. Information relating to other state tourism organisations and/or major event agency budgets is published online in the relevant jurisdiction's budget papers and annual reports.

**Question no: 53****Transcript page no: 78-79**

The CHAIR: Ms Collins, I want to come back to the statements by the Government recently around doubling live music venues. There was a media release that was issued on 27 March this year. The Premier, the music Minister, the Minister for Gaming and Racing, as well as yourself, put quotes in. The Premier said:  
 We made a promise to the people of NSW to double the number of live music venues across the state within 4 years, and that is what we are delivering.  
 If you recall back to then, the doubling of the live music venues—what was that based on?  
 EMILY COLLINS: My understanding is it was based on the Liquor and Gaming self-identification list. Venues could apply to Liquor and Gaming for increased trading hours if they're a live music venue. I think that was the number that was based on.  
 The CHAIR: This says that, since the March 2023 election, 112 pubs, clubs and other live venues have joined the list of establishments that qualify for two hours extended trading in return for staging live music and backing local musicians. With these 245 licensed venues, they can claim the live music incentives, but is there really a guarantee that they are hosting live music?  
 EMILY COLLINS: I would have to defer to my colleagues at Liquor and Gaming about the specifics of the criteria, but it is my understanding that presenting live music is a key part of that incentive.  
 The CHAIR: Some of the venues on the list—at the time, and still—that were used to justify the doubling of live music venues by the Government are closed; they're just not in existence anymore. Are you aware of that?  
 EMILY COLLINS: I'm aware that some venues have closed in recent months, yes.  
 The CHAIR: I think they were closed at the time: Cambridge Hotel and the Narrabeen RSL are closed. The Red Steer Hotel—they're still here. Before this claim was made, was a check done to make sure that all of the venues listed on Liquor and Gaming were actually live music venues as claimed?

EMILY COLLINS: Again, I have to refer to colleagues at Hospitality and Racing, and Liquor and Gaming, because they're the ones who managed that list and the accreditation.

**Answer:**

**I am advised**

Live music venues are required to hold an average of at least two live music performances per week. Live music venues are subject to inspections and audits by Liquor & Gaming NSW inspectors to ensure they are genuinely programming live music in line with the requirements in the *Liquor Act 2007* and the *Liquor Regulation 2018*.

Liquor & Gaming NSW is not made aware that a venue has permanently closed until the licensee surrenders their liquor licence or the licence is cancelled. However, Liquor & Gaming NSW is made aware when a venue temporarily ceases trading.

As at 20 September 2024, none of the venues on Liquor & Gaming NSW's live music and performance venues have surrendered or cancelled liquor licences, and 7 of the venues have temporarily ceased trading. These venues can recommence at any time after notifying Liquor & Gaming NSW.

**Question no: 54**

**Transcript page no: 81**

The CHAIR: Going back to the Purple Flag program, is that also evaluated? Has evaluation started in terms of the money that is spent on that? What are the outcomes in terms of the community and what are the KPIs,

if you like, that you are basing the Purple Flag program against? I'll probably provide some supplementary questions on this in more detail, but if you just had anything to—

MICHAEL RODRIGUES: Sure, just around the flavour of it. Purple Flag, as distinct from some of the other programs, was a pilot program in the first instance run across four precincts. It has been evaluated by

external consultants. To be clear there was no funding provided to recipients. We, through our office, ran the process. We can give you some more detail on notice but essentially the evaluation of that was positive based on

the objectives, but has also identified areas for improvement, mainly around processes to make things easier for participants, because it is complicated. There are council, police, local businesses—

The CHAIR: With the evaluation program—because there is also, I assume, the money that it would

have cost the Government to run the program for licensing, accreditation. I assume the evaluation report will

include the cost and benefits, if you like. Is that fair to say?

MICHAEL RODRIGUES: I might just need to take that particular aspect on notice. But, in respect to

Purple Flag anyway, on the basis of the evaluation it is the case that it needed to scale up the program, which is what the intention currently is.

**Answer:**

**I am advised**

Following the Purple Flag pilot program, the Office of the 24-Hour Economy Commissioner initiated an external process and outcomes evaluation of the Purple Flag Program. A summary of the evaluation report will be available at: <https://www.nsw.gov.au/business-and-economy/24-hour-economy/purple-flag>

**Question no: 55****Transcript page no: 81-82**

The Hon. NATALIE WARD: Mr Cox, back on the Visitor Economy Strategy, the \$60 million fund— is that an incentivisation fund? What is that intended to be?

STEVE COX: Sorry, could you repeat that question, Ms Ward?

The Hon. NATALIE WARD: The \$60 million fund we were just talking about—

STEVE COX: The Aviation Attraction Fund?

The Hon. NATALIE WARD: Yes. So that is an incentivisation fund? How does that work?

STEVE COX: We work with the airport. There are applications made by the airlines against a set of criteria and there is a strict evaluation done, which is then reviewed to determine the economic benefit of the additional capacity coming into Sydney. Then milestone payments are contracted against the capacity and the route establishment et cetera.

The Hon. NATALIE WARD: Who has that been successful with? Which airlines?

STEVE COX: I'll just check if I've got a list here. It is an extensive list. Aviation Attraction Fund—if you just give me one moment. I will need to take it on notice. It is an extensive list, including international and domestic airlines.

STEVE COX: Again, I'd need to go back and check the notes. From my recollection, no, but that's not so much—that was really about where India is at. As you can appreciate, post-pandemic the entire aviation industry has had to reset. Also Air India has placed the largest—I think it was at the time—order of planes ever in the history of Boeing, which need to come through, so there is a number of things that need to flow through.

The Hon. NATALIE WARD: I got in trouble during the pandemic because they asked me if I'd created an Indian travel bubble, and I think I might have agreed with that advice.

Nonetheless, what's your view on

New South Wales being one of the only Australian States and Territories to not have— unless you say this is an incentivisation fund. The allegation from other States is that there is no incentivisation fund in New South Wales.

Are you saying that that is what this fund is?

STEVE COX: The Aviation Attraction Fund went for two years, so it is now finished. There is money that is still flowing through that process, because obviously this relates to flights into the future.

The Hon. NATALIE WARD: This fund is finished, so there's not presently an airline incentivisation fund in New South Wales?

STEVE COX: There is not an open, new fund at this moment in time. There is still money being expended.

The Hon. NATALIE WARD: How much money is left?

STEVE COX: We made an announcement just the other day in relation to Newcastle Airport, as an example. There's some money that's been carried over from the previous fund, but there is not a new fund.

The Hon. NATALIE WARD: How much is that?

STEVE COX: I'll need to check the exact details of what's been carried forward. I've got the value of the routes that we are expecting. I don't have the dollar value to hand on that, but I'm happy to take that on notice.

The Hon. NATALIE WARD: If you could take that on notice and let us know what's left. Once that runs out, there is presently no incentivisation fund in New South Wales.

**Answer:****I am advised**

The Aviation Attraction Fund was open to all domestic and international airlines that were already servicing or planning to service the state. Successful airlines are as follows: Air Canada, Air India, Air New Zealand, All Nippon Airways, Asiana Airlines, Bamboo Airlines, China Airlines, China Eastern, China Southern, Delta, Emirates, Etihad, Japan Airlines,

Juneyao Air, Korean Air, Malaysia Airlines, Qantas Group (Qantas & Jetstar, International and Domestic), Scoot, Singapore Airlines, Turkish Airlines, T'way, United Airlines, VietJet, Xiamen Air.

Destination NSW also signed a MOU with Newcastle Airport through the Aviation Attraction Fund. This agreement makes available financial support to Newcastle Airport for new domestic and international routes. This funding package includes route incentives for airlines and strategic marketing support over a two-year period from when the new routes commence.

**Question no: 56**

**Transcript page no: 82-83**

The Hon. SUSAN CARTER: Mr Cox, what's the size of the efficiency dividend that's been applied to your 2024-25 budget?

STEVE COX: We don't have an efficiency dividend that has been applied in the 2024-25 budget, to my knowledge.

The Hon. SUSAN CARTER: Could you take that on notice and check that for me please?

STEVE COX: I'm pretty certain that we don't have one, but I'll certainly take it on notice to be 100 per cent sure.

The Hon. SUSAN CARTER: Dr Brand—same question to you. What's the size of the efficiency dividend that's been applied to the Art Gallery budget 2024-25?

MICHAEL BRAND: The efficiency dividends really come through the department, so maybe Ms Mildwater is best placed.

ELIZABETH MILDWATER: I can give you one answer for everyone, if you like, because there were no new efficiency dividends applied this year.

The Hon. SUSAN CARTER: Thank you. Sorry, no new ones?

ELIZABETH MILDWATER: No new ones. If you're asking a question about this year's budget, there were no new efficiency dividends applied.

The Hon. SUSAN CARTER: Does that mean that existing dividends remain?

ELIZABETH MILDWATER: There could be, yes.

The Hon. SUSAN CARTER: Are you able to take it on notice and tell me if existing efficiency dividends are applied to anybody? Destination NSW, the Art Gallery—

ELIZABETH MILDWATER: Certainly. I may not be able to give you all the details, but I'll take it on notice.

**Answer:**

**I am advised**

Budget decisions are cabinet in confidence, including the application of efficiency dividends.

**Question no: 57**

**Transcript page no: 83**

The Hon. SUSAN CARTER: One quick question, Ms Mildwater—perhaps you can help. How much money was available in each of the last three rounds of the arts funding grant program?

ELIZABETH MILDWATER: As in the ACFP—the Arts and Cultural Funding Program?

The Hon. SUSAN CARTER: Yes.

ELIZABETH MILDWATER: The last three rounds?

The Hon. SUSAN CARTER: Yes. You can take it on notice if you'd like.

ANNETTE PITMAN: The last three years—is that the question?

The Hon. SUSAN CARTER: Three rounds. If they were annual, then yes—three years.

ANNETTE PITMAN: There are multiple rounds in each year.

The Hon. SUSAN CARTER: Then the last three from today and working back.



ANNETTE PITMAN: I'd have to take that on notice. I don't have that specific information in front of me.

**Answer:**  
**I am advised**

The following support was allocated in the last three rounds of the Arts and Cultural Funding Program:

- 2023-24 Regional Arts Touring: \$1,190,437
- 2023-24 ACFP Round 2: \$7,704,369
- 2023-24 ACFP Round 1: \$9,300,543.

**Question no: 58**  
**Transcript page no: 83**

JOSH MURRAY: Mr Carlon was just going to put something on record in regards to 30-kilometre speed zones. We can take the other elements on notice from today. Did you want to cover that one, Mr Carlon?

BERNARD CARLON: Consistent with our place-making framework that we have in New South

Wales—30-kilometre zones, we have 40; 20-kilometre zones, we have 80 zones; and 10-kilometre zones, 294.

I note that the adjacent road to this place has been a 30-kilometre zone for a couple of decades—Hospital Road.

The Hon. NATALIE WARD: Yes, indeed. Thank you very much.

**Answer:**  
**I am advised**

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