

Parliamentary Enquiry Questions & Responses

Response (in red) provided by Brain Brennan as at 1 November 2018

1. **The Hon. COURTNEY HOUSSOS:** I refer to page 18 of report of the Auditor-General into the light rail project. There is a table of changes reflected in the December 2014 updated economic appraisal. The table states that operating costs of the Sydney light rail blew out from \$34.9 million to \$62.5 million per year. Is that correct?

Mr BRENNAN: I would have to take that on notice. I am not disputing the Auditor-General but I do not have that detail in front of me.

The Transdev Sydney Pty Ltd operating costs in relation to the CBD and South East Light Rail (CSELR) network for the period 30 June 2019 to 30 June 2025 are commercial in confidence to Transdev Sydney Pty Ltd, however the average operating costs payable to Transdev Sydney Pty Ltd over the next 5 year period will not exceed \$35 million per year.

2. **The Hon. COURTNEY HOUSSOS:** Assuming that the Auditor-General is correct, that is an increase in the cost of \$27.6 million per year. Over the 15-year life of the contract that is an increase of \$414 million. It is going from \$534 million to now \$938 million. Why was there an 80 per cent increase in the operating costs?

Mr BRENNAN: I would have to take it on notice. This report I am familiar with through the media with some of the detail, but I have not gone through it in any detail.

The Transdev Sydney Pty Ltd operating costs in relation to the CBD and South East Light Rail (CSELR) network are commercial in confidence to Transdev Sydney Pty Ltd, however as stated above the average operating costs payable to Transdev Sydney Pty Ltd over the next 5 year period will not exceed \$35 million per year and accordingly the suggested increase is overstated. By way of clarity, the operating payments received by Transdev Sydney Pty Ltd include payments to Transdev subcontracts (including Transdev Maintenance Services Pty Ltd and ICS Pty Ltd), however they do not include payments to ALTRAC or debt and equity providers.

3. **The Hon. COURTNEY HOUSSOS:** Do you know there was a significant increase in the operating costs of the project from the initial commission in 2012 to 2014?

Mr BRENNAN: I am not sure what basis the difference is from and I will have to take it on notice.

Financial close of the CSELR project occurred in 2014.

4. **Mr Brennan,** you took on notice that there was an increase. What were the reasons for that significant increase? Do you acknowledge that an 80 per cent increase in operating costs is significant?

Mr BRENNAN: It is, but I do not know what the initial basis was and what it is compared to.

The Hon. COURTNEY HOUSSOS: I want to know why it increased so much.

Mr BRENNAN: I am very happy to take that on notice.

Transdev Sydney does not agree it received an 80% increase in operating costs, nor do we consider the cost increases to be significant.

5. The Hon. COURTNEY HOUSSOS: Let us use an intersection like Market Street and George Street. A light rail vehicle will cross that intersection how many times in an hour?

Mr BRENNAN: I would have to take that on notice. I have not done that calculation.

The Hon. COURTNEY HOUSSOS: Can you tell me what it is going to be in both directions?

Mr BRENNAN: Absolutely, no problem.

Light Rail vehicles would cross any given intersection in the CBD every 4 minutes per hour.

This would mean that a Light Rail would be crossing 15 times per hour per direction.

6. The Hon. COURTNEY HOUSSOS: What is the current passenger capacity that operates on the buses that you operate?

Mr BRENNAN: I do not know. I will take it on notice.

Transdev operates a mixed fleet of bus types (including standard and double decker). The capacity of each bus depends on what type of bus is used and whether it is only seating or a combination of seating and standing. **Transdev considers 74 passengers would be an average bus capacity assuming a standard size bus (12.5 metres) and combination of seating plus standing.**

The Hon. COURTNEY HOUSSOS: I am told that it would be 2.6. Is that correct? Would that sound about right?

Mr BRENNAN: I am sorry, I just said I do not know.

The Hon. COURTNEY HOUSSOS: You do not have any idea?

Mr BRENNAN: I do not run the buses.

The CHAIR: You can take it on notice.

I do not have visibility of the assumptions that underpin your estimate of 2.6. I would require further information to understand this calculation. I have provided details of operating capacity in Question 7 below.

7. The Hon. COURTNEY HOUSSOS: You said that you operate buses, ferries and light rail.

Mr BRENNAN: Transdev do. We have 5,600 employees in Transdev Australasia. I do not run the buses.

The Hon. COURTNEY HOUSSOS: You do not have anything to do with the buses in New South Wales?

Mr BRENNAN: I do not. I am the chief officer for light rail.

The Hon. COURTNEY HOUSSOS: If you can take on notice what the current operating capacity is for your buses on your network in Sydney that would be very useful.

Mr BRENNAN: Yes.

Transdev Australasia Pty Ltd operates buses, ferries, light rail and other transport modes. Transdev Sydney Pty Ltd only operates light rail. Transdev Sydney is a wholly owned subsidiary of Transdev Australasia Pty Ltd.

The NSW buses are operated by two wholly owned subsidiaries of Transdev Australasia:

-Transdev NSW Pty Ltd; and

-Transdev NSW South Pty Ltd.

Transdev NSW Pty Ltd is also party to a joint venture for a short term contract for Epping Chatswood rail replacement.

As at 30 September 2018 Transdev NSW and Transdev NSW South hold three Sydney Metropolitan Bus Service Contracts (SMBSC) for regions 10, 12 and 13. I further note the total bus fleet number changes on a regular basis due to changes in contracts awarded, service changes and contract requirements. A reasonable estimate for the current operating capacity for buses on Sydney network is as follows:

Region	No of Buses	Buses in Maintenance	Buses in service	Average Maximum in service. Total capacity at one time (seated + standing)	Average per bus capacity (range 66 – 112)
Region 10	152	9	143	10573	74
Region 12	104	6	98	7234	74
Region 13	179	11	168	12451	74
Grand Total	435	26	409	30259	74

8. Ms CATE FAEHRMANN: Going back to the journey time, you are saying 34 minutes and possibly up to 38 minutes, is that correct?

Mr BRENNAN: Broadly speaking, yes.

Ms CATE FAEHRMANN: So 34 minutes was the estimated journey time in what year?

Mr BRENNAN: Well, anything from about, say, 2013 probably to 2014 broadly.

Ms CATE FAEHRMANN: Then it was put up to 38 minutes a year later, is that correct?

Mr BRENNAN: The sequencing I am not sure of. If I can take it on notice and come back?

Historically, shorter journey times (of about 34 minutes) were considered but in order to include traffic aggregate delay final assumptions, the journey time was modified for the CSELR to a longer expected journey time, **however the specific details of journey time between sections of the CSELR are commercial in confidence.**

9. The CHAIR: They are modern comfortable trams?

Mr BRENNAN: Fully accessible, with emergency help points on them, closed circuit television, excellent visibility from the control room of what is happening in real time as well.

The Hon. TREVOR KHAN: Do you know if they are going to have wireless and bluetooth?

Mr BRENNAN: That I will have to take on notice.

Currently, CSELR Light Rail Vehicles are not fitted with either Bluetooth or Wifi technology. There is provision for both Bluetooth and wifi to be fitted at a later stage if required.

10. The Hon. COURTNEY HOUSSOS: You said it takes, let us say, 30 seconds to cross an intersection. How long does the traffic have to stop before the tram arrives for it to cross through the intersection?

Mr BRENNAN: I can take that on notice. There are some numbers. I do not have them to hand.

ALTRAC's proposal for Light Rail traffic intersection management assumes that Light Rail phases will be given in order to:

- Enable Light Rail vehicles to go through intersections with minimum impact on Light Rail journey times.
- Minimise disruption of road motor vehicles (RMV) by closing RMV phases only when Light Rail vehicles are present.

RMV would be nominally affected during a time defined by RMS, but Transdev's understanding is as follows (and would be a reasonable assumption):

- Yellow/Amber lights: duration of 6 to 7 seconds.
- Red light (LRV traversing): depends on priority level (can be as quick as 5 seconds for optimised LRVs, or 20-30 seconds for non-optimised LRVs).
- All Red lights: duration of 3 to 4 seconds.

11. The Hon. COURTNEY HOUSSOS: But you do not collect data to say that this morning's 8.15 a.m. service was four per square metre and this morning's 8.25 a.m. service was four per square metre, and this one was three per square metre—you do not keep that data?

Mr BRENNAN: We do not, no.

The Hon. TREVOR KHAN: But you keep data that the light rail vehicles at particular times are full?

Mr BRENNAN: The Opal readings is what tend to give the heat map of how the patronage is spread throughout the day, and they are studies that have been done by the University of Sydney and also University of Technology Sydney.

The Hon. COURTNEY HOUSSOS: Do you have access to that information?

Mr BRENNAN: We do.

The Hon. COURTNEY HOUSSOS: Would you be able to provide that on notice for us?

Mr BRENNAN: Sure.

The Hon. COURTNEY HOUSSOS: I am really interested in how many services are operating on the inner west line at the moment with four people per square metre, or more, or less.

There are no passenger counts on trams. Opal data informs passenger counts and this data is available to the public at <https://opendata.transport.nsw.gov.au>.