

Mr BRENNAN: For R1 and R2 the plan is that we will have it completed by then for just that section.

The Hon. COURTNEY HOUSSOS: You have a date but, by the time testing and commissioning will begin, you need to know what the traffic modelling is going to look like?

Mr BRENNAN: Just in that particular defined area for those number of junctions, not the entire system.

The Hon. COURTNEY HOUSSOS: I appreciate that, but I am saying that you cannot begin testing and commissioning in a zone until you know what the traffic modelling is going to be for that zone?

Mr BRENNAN: No, not true. You can. You just will not be able to optimise the way that you do it.

The Hon. COURTNEY HOUSSOS: Would you expect that the traffic modelling will be completed before you begin the testing and commissioning in the city?

Mr BRENNAN: Yes, I would.

The CHAIR: We will move on to The Greens representative, Ms Cate Faehrmann.

Ms CATE FAEHRMANN: Mr Brennan, when did you say you would expect to begin operating the light rail. I am sorry—I just missed that date. Was there a date that you said you could begin to operate them? What are you working towards?

Mr BRENNAN: We are working currently to the first quarter in 2020.

Ms CATE FAEHRMANN: So March 2020. Have you seen a revised construction schedule?

Mr BRENNAN: Revised from what date?

Ms CATE FAEHRMANN: Since 2014?

Mr BRENNAN: I have.

Ms CATE FAEHRMANN: Would you be able to table that construction schedule?

Mr BRENNAN: It is not my schedule. Maybe that question would be better directed to ALTRAC.

Ms CATE FAEHRMANN: I do not think it has been released, actually. I think quite a few people have been wanting to see it, including residents and businesses. 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?

Ms CATE FAEHRMANN: Is there a reason why four years later lots of people have been asking questions about the revised journey time? I understand people have put in Government Information (Public Access) Act requests, freedom of information requests, to try to get this revised journey time but to no effect. Have you seen a revised journey time—for some reason it is commercial in confidence—updated from 2015?

Mr BRENNAN: I have not seen a full revised journey time. What I can say is there has been continuous modelling done to reflect some of the changes that happen as the project has developed.

Ms CATE FAEHRMANN: Has that modelling looked at the revised journey time and made an impact on the 34 and 38 minutes? Has it changed the 38 minutes?

Mr BRENNAN: Until we see what the signal priority is at junctions we do not know.

Ms CATE FAEHRMANN: How did you know to estimate in 2014-15 then?

Mr BRENNAN: There are models that you can use and you put inputs of what you think is credible and real and then you obviously have to get to reality.

The CHAIR: And that is all done on computers, obviously?

Mr BRENNAN: Yes, simulated exercises, Chair.

Ms CATE FAEHRMANN: I understand that there is a document that was retrieved under freedom of information laws, which is the document produced by GTA Consultants called Sydney CBD and South East Light Rail and State Transport Modelling Assessment. Are you familiar with that document?

Mr BRENNAN: I am aware of the document, yes.

Ms CATE FAEHRMANN: It is a 756-page report and only 157 pages of this report were released. Do you think contained within that 756-page report there may be some information which gives an updated possible journey time?

Mr BRENNAN: I am sure there are some assumptions in there that gives some credence to possible journey times but it is one of many models that have been done.

Ms CATE FAEHRMANN: This is one of many models that have been done. So you possibly have seen other journey times. Have you seen anywhere since the release to the public of 2015 that consultants and people who are now undertaking modelling are suggesting that the journey time could be greater than 38 minutes?

Mr BRENNAN: I have not seen that at this stage, no.

The CHAIR: Do you think it is possible that it could be increased to that figure?

Mr BRENNAN: Depending on the signal priority, that will determine the run time. There will obviously be dwell time at stops as well, patronage loading, et cetera, but the key factor in terms of how you minimise or how you optimise a system is a priority that is given at junctions.

Ms CATE FAEHRMANN: The taxpayers of New South Wales are investing \$2.1 billion into this project. We have had the Auditor-General potentially suggest that this project will not increase capacity. We have looked at the fact that it possibly will not replace the hundreds of buses. Even though we have heard a figure of 200 buses we also know quite a few buses will have to supplement the light rail. Surely at some point before the light rail starts operating in March 2020, if it starts operating in March 2020, the public will hear what the revised journey travel time is. Do you have an estimate of when the public will be able to find out what that revised journey time will be? A date?

Mr BRENNAN: Transdev are not in the lead on that. We will be guided by the other partners in the consortium.

Ms CATE FAEHRMANN: Is it Transdev that provides that information in terms of journey time?

Mr BRENNAN: No, it will not be.

Ms CATE FAEHRMANN: Who does that?

Mr BRENNAN: That will be done through the design and construction contract.

Ms CATE FAEHRMANN: Given all of the questions around intersections and everything that you are seeing with this project, do you feel confident that your light rail trains will go from the CBD to, say, Kingsford in 38 minutes?

Mr BRENNAN: At the moment I do not know what the actual journey time is. We will optimise that. We are working with all the partners to ensure that it is as quick as it can possibly be but also we have got to be cognisant of other road users. It is not just the light rail on its own and pathway. We have 55 road junctions to get through.

Ms CATE FAEHRMANN: Yes, but it is up to 38 minutes, though. Is that correct?

Mr BRENNAN: Yes.

Ms CATE FAEHRMANN: So you are still standing by that today before this Committee?

Mr BRENNAN: We are, yes.

Ms CATE FAEHRMANN: That is all for now, Chair.

The Hon. MATTHEW MASON-COX: Can I ask you about optimisation, Mr Brennan? When you say it needs to be optimised, I think you were suggesting—and I wanted to clarify this—that you can work each of those 55 junctions and coordinate all the traffic lights or the other traffic flows so that when a tram arrives, it can basically go through as a priority. Is that what you are saying in terms of optimisation?

Mr BRENNAN: Correct, with utilisation of the advance loops that are part of this system.