

GOVERNMENT DEPARTMENTS AND AGENCIES — THREE PER CENT EFFICIENCY DIVIDEND

1321. Hon Ljiljanna Ravlich to the Minister for Transport

For each Department and Agency within the Minister's portfolios, please provide, —

- (a) a description of each of the initiatives to achieve the relevant Agency's 3 percent efficiency dividend;
- (b) a description of how the original services, provided by the initiatives that were cut in (a) above, have been met by other areas of that Agency;
- (c) if services have not been provided to their original level, a description of where the Agency is increasing its level of service to create efficiency; and
- (d) for each new service provided by the Agency, a description of the monetary and non-monetary, costs and benefits, attributable to the new service?

Hon SIMON O'BRIEN replied:

Public Transport Authority

(a) Withdrawal of the interpeak Whitfords shuttle

On 28 June 2009, the Whitfords /Cockburn shuttle services were reduced in the off-peak period. The decision to reduce the off-peak operations of the shuttle service between Cockburn Central and Whitfords was based on an analysis of patronage figures which showed that the shuttle service was being under-utilised outside peak periods. Accordingly, from approximately 9am until approximately 2.30pm, every second train was removed between Cockburn and Whitfords and a train is now provided every 15 minutes which is consistent with timetabling on the other lines.

Reduction of 3 car sets from 6 car sets during weekend services

A comprehensive analysis of patronage data was undertaken which identified that trains with six car sets for weekend services for the Mandurah to Currabine lines were considerably under-utilised and that trains with three car sets could readily accommodate anticipated patronage during this period. Accordingly trains with six car sets were reduced to three car sets for weekend services except for "special event" services where six car sets would continue to be retained.

Reduction of NightRider services

In late 2006, six NightRider bus services were implemented providing three routes from Fremantle and three routes from Northbridge. Due to very poor patronage, one of the NightRider services from Northbridge was cancelled in May 2007. The remaining NightRider services from Northbridge as well as a NightRider bus service from Fremantle which travelled along Leach Highway were also cancelled due to very poor patronage in late July 2009.

(b) Withdrawal of the interpeak Whitfords shuttle

Not applicable. It should be noted however that core train services provided by the Public Transport Authority (PTA) during the peak period, where the PTA carries the vast majority of passengers have not been affected by this reduction.

Reduction of 3 car sets from 6 car sets during weekend services

Not applicable. It should be noted however that three car set trains on weekend services have readily accommodated anticipated patronage.

Reduction of NightRider services

Not applicable. It should be noted however that the remaining two NightRider bus services from Fremantle which travel along South Street and Canning Highway remain well patronised and provide four services each, into the early hours of Sunday morning.

(c) Withdrawal of the interpeak Whitfords shuttle

Not applicable.

Reduction of 3 car sets from 6 car sets during weekend services

Not applicable.

Reduction of NightRider services

Not applicable.

- (d) Withdrawal of the interpeak Whitfords shuttle

Although there are no new services, these new arrangements have provided an estimated annual cost savings of \$1.2 million.

Reduction of 3 car sets from 6 car sets during weekend services

Although there are no new services, these new arrangements have provided an estimated annual cost savings of \$300,000

Reduction of NightRider services

Prior to July 2009, the NightRider services cost the PTA \$380,000 per annum. After the reduction in July 2009 to focus on two NightRider services only, the cost to the PTA is now \$140,000 per annum.

**Main Roads**

- (a) As per the Government's requirements Main Roads examined all operational activities funded from the annual recurrent appropriations. A number of efficiencies and in some cases a change in service delivery methodologies are being used to realise the required dividends, which can be grouped in five major categories as follows:

- Non-filling of vacant positions.
- Rationalisation in the use of consulting services.
- Revision of the proposed training and development initiatives.
- Reorganisation of the methodology used to provide liability insurance for the contractors.
- Changes in the service delivery methods used for the road preservation and minor works activities across the road networks in this State.

- (b) None of the services provided by Main Roads have been cut as a direct result of the efficiency initiatives. Main Roads has taken action to manage the delivery of services within its overall operation.

- (c) Main Roads services are being maintained at their original level.

- (d) No new services have been provided.

**Department of Transport**

- (a) (i) Employment costs — a review of positions within the Department was conducted and a number of unfilled positions abolished. The roles, responsibilities and functions of the abolished positions were absorbed into other work areas.

- (ii) Services and contracts expense — the usage of consultants and contractors was reviewed and rationalised. Some contractors in areas such as Information and Communication Technology were replaced with staff resources at a significantly lower cost.

- (b) See (a). There has been no negative impact on service delivery.

- (c) Not applicable.

- (d) No new services are currently being provided by the Department of Transport.