

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 1 Hon Ken Travers MLC asked – I refer to the Forrestfield Airport Link on page 833 and ask.*

- a How much of the estimated Total Cost of \$1,961,000 is for railcars and their depot facilities?*
- b If none of it is.*
  - i what is the estimated cost of the railcars required to be purchased for this line to operate?*
  - ii What is the cost of depot facilities to store these rail cars?*

Answer:

- a. Nil for railcars, however a \$60 million allocation has been made in the 'C' series railcar acquisition for the purchase of sufficient rollingstock for Forrestfield Airport Link operations. A separate allocation of \$3 million is allowed for stowage facilities at Forrestfield.
- b. i. See response to part (a) above.
- ii. See response to Question 4(d).

CA

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*Question No 2 Hon Ken Travers MLC asked – I refer to the new lifts and escalators at the Perth railway stations and ask:*

- a Has the PTA identified why the new lifts and escalators break down so often?*
- b What is the PTA doing to address this issue?*

Answer:

a. Yes.

The new lifts had two predominant failure causes. The first being water ingress into the lift shafts and the second being that the back-up batteries for the lifts were failing prematurely.

The new escalators had a main drive chain sensor that was too sensitive for the application it was being used for.

b. The lift battery supply has been redesigned and altered to prevent the premature failure of the batteries. Works are now complete on all lifts.

The escalator main drive chain sensors have been changed for one that is better suited to the application of a public transport escalator.

CA

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**Public Transport Authority**

*Question No 3 Hon Ken Travers MLC asked – I refer to Budget Paper No.2 Volume 2, Railcar Program under Works in Progress at page 833 and ask.*

- a How many railcars are being funded from this program in 2015/16 and each year of the forward estimates?*
- b What other costs are allocated to this program and for what purpose?*

Answer:

- a. I refer the member to page 831 – Asset Investment Program – Railcars. The 2015-16 Budget provides \$1.198 billion (\$1.138 billion new funding plus \$60 million from the Forrestfield-Airport Link project) for a further 300 new state of the art railcars to be delivered over a ten year period commencing in 2019 (the total \$1.198 billion cost includes railcar investment previously recognised in the Forrestfield - Airport Link project).

The budget anticipates that the PTA will enter into a “vendor financing” contract for the railcars in 2015-16. Vendor financing is an approach where payments by the State are made to the manufacturer on completion of the railcars.

- b. \$5m is allocated in the 2015-16 period for further project planning and development by the PTA.



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**Public Transport Authority**

*Question No 4 Hon Ken Travers MLC asked – I refer to Budget Paper No 2 Volume 2, Railcar Program under New Works at page 833 and ask.*

- a How many railcars are being funded under this program and over how many years?*
- b What is the base cost of each rail car?*
- c What escalation figures were used to calculate the estimated Total cost of \$1 198 100*
- d Does this total cost figure include any allocation for depot and maintenance facilities?*

Answer:

- a. 300 railcars over a ten year period commencing in 2019.
- b. The base cost is estimated at \$19 million per six railcar set (in 2014-15 dollars).
- c. 2.6 per cent in 2015-16 and 2.5 per cent for each year thereafter.
- d. No, a further submission to Government for depot and maintenance facilities will be made once the depot strategy has been finalised.



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### Public Transport Authority

Question No 5. Hon Ken Travers MLC asked – I refer to page 835 Income Statement and ask.

- What is the total amount of fare revenue collected from metropolitan passenger rail operations in 2013/14, 14/15 and 15/16?
- What is the annual operating cost of metropolitan passenger rail operations in 2013/14, 14/15 and 15/16??
- Can you please provide a breakdown of the major categories of expenses included in the annual operating costs in 2013/14, 14/15 and 15/16??
- How much of this estimated operating costs is for direct operational costs and how much is for general overheads costs in 2013/14, 14/15 and 15/16?

Answer:

a.

	2013-14 Actual \$'000	2014-15 Estimated Actual \$'000	2015-16 Budget Estimate \$'000
Fare revenue	109,924	110,153	110,618

b.

	2013-14 Actual \$'000	2014-15 Estimated Actual \$'000	2015-16 Budget Estimate \$'000
Operating cost (including interest and depreciation)	466,247	486,298	508,644

c.

	2013-14 Actual \$'000	2014-15 Estimated Actual \$'000	2015-16 Budget Estimate \$'000
Labour Costs	105,179	111,655	132,002
Contractor Costs	138,570	141,863	146,161
Sundries Costs	52,176	44,269	46,230
Interest	52,258	60,080	55,948
Depreciation	118,064	128,431	128,303
<b>Total</b>	<b>466,247</b>	<b>486,298</b>	<b>508,644</b>

d. The overhead allocation is:

	2013-14 Actual \$'000	2014-15 Estimated Actual \$'000	2015-16 Budget Estimate \$'000
Overhead	34,784	33,509	32,646

*CA*

# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

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### Public Transport Authority

Question No 6. Hon Ken Travers MLC asked – I refer to Budget Paper No 2 Volume 2, Rail Infrastructure Program under Works in Progress at page 833 and ask

- What projects are being funded from the program in 2014/15 and in each year of the forward estimates?
- How much is allocated to each project in (a)?

Answer:

a. and b. Refer to the table below.

	Estimated Total Cost \$'000	Estimated Expenditure to 30-6-15 \$'000	2014-15 Estimated Expenditure \$'000	2015-16 Estimated Expenditure \$'000	2016-17 Forward Estimate \$'000	2017-18 Forward Estimate \$'000	2018-19 Forward Estimate \$'000
<b>Rail Infrastructure Program</b>							
Bridge Eyebrow Upgrade/Removal	3,359	3,259	154	100	0	0	0
Fremantle Swan River Bridge - Pier Protection	12,000	2,129	640	6,400	3,471	0	0
Level Crossing Improvements	2,734	2,444	1,750	290	0	0	0
Network and Infrastructure Upgrades	350,374	33,726	8,365	22,749	17,682	21,141	34,604
Perway Track and Associated Infrastructure	54,400	14,535	0	2,122	3,400	3,589	3,789
Power sub-station and stow roads to support new railcars	9,025	3,335	2,004	5,690	0	0	0
Resilience Package	48,850	11,495	8,924	17,994	19,361	0	0
Summers Street Transformer Replacement	2,537	2,477	562	60	0	0	0
<b>Program Total</b>	<b>483,279</b>	<b>73,400</b>	<b>22,399</b>	<b>55,405</b>	<b>43,914</b>	<b>24,730</b>	<b>38,393</b>
<b>Network and Infrastructure Upgrades</b>			2014/15	2015/16	2016/17	2017/18	2018/19
PTC Building Service Upgrade (Chiller Replacement)			25	580	0	0	0
Asset Replacement			0	15,190	13,600	14,496	34,604
Replacement of Rail Bridge Timber Transoms at Fremantle, Guildford, Bickley, Wungong			4,769	0	0	0	0
New Electrical Services Vehicle (Unimog Cherry Picker)			908	0	0	0	0
Edgewater Transformer Replacement			373	60	0	0	0
EFTPOS Replacement for TVMs and AVMs			902	0	0	0	0
PTC Critical Replacements			0	2,000	2,000	2,000	0
ATP and Radio			638	2,900	1,100	2,400	0
Replacement of Rail Bridge Timber Transoms			0	0	0	1,750	0
Locomotive Replacement			750	0	0	0	0
Platform Detection and ADD / Over reach			0	1,020	983	495	0
Kewdale Freight Terminal T1 Power Supply Upgrade			0	1,000	0	0	0
<b>Total</b>			<b>8,365</b>	<b>22,749</b>	<b>17,682</b>	<b>21,141</b>	<b>34,604</b>
<b>Resilience Package</b>			2014/15	2015/16	2016/17	2017/18	2018/19
Alignment of Signals and OHTWE with Track Infrastructure			1,931	0	0	0	0
Track Recording Vehicle			23	4,577	10,690	0	0
City West Crossover			4,258	510	0	0	0
Alternate Train Control			1,786	82	0	0	0
LLPA Replacement			0	3,390	1,544	0	0
Asset Replacement			926	9,435	7,127	0	0
<b>Total</b>			<b>8,924</b>	<b>17,994</b>	<b>19,361</b>	<b>0</b>	<b>0</b>

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**Public Transport Authority**

*Question No 7. Hon Ken Travers MLC asked –*

- 1. I refer to Edgewater Multistorey Car Park project and ask,*
- a. How many additional car park bays will this project now provide to the Edgewater Train Station car park?*
  - b. Why has this been reduced from the initial commitment of 560 additional bays?*
  - c. What is the estimated annual operating cost for the car park?*
  - d. Please provide a breakdown of these costs including depreciation?*
  - e. What is the estimated annual revenue for the car park?*

Answer:

- a. The project will deliver a net increase of 560 additional car park bays at Edgewater.
- b. The number of additional bays has not been reduced from the initial commitment.
- c. The estimated annual cost to operate the car park is \$803,000 per annum.
- d. The estimated annual cost can be broken down as follows:

<b>Operating costs</b>	
<b>Item</b>	<b>\$,000</b>
On site personnel / security	161
Site management	12
Power (lighting)	55
Consumables	2
Insurance	3
Rates	3
Communications (with public)	30
Telephone / fax	1
Cash collection	1
External security patrols	33
Building maintenance	502
<b>Total Operating costs</b>	<b>803</b>
<b>Interest</b>	<b>1,160</b>
<b>Depreciation</b>	<b>737</b>
<b>TOTAL</b>	<b>2,700</b>

- e. The estimated annual revenue for the multi storey car park structure is \$462 000 per annum.



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**Public Transport Authority**

*Question No 8 Hon Ken Travers MLC asked – I refer to Budget Paper No 2 Volume 2, Bus Replacement Program under Works in Progress at page 833 and ask how many buses will be purchased in the 2015/16 financial year and in each year of the forward estimates?*

Answer:

In the 2015/16 financial year, 105 buses will be purchased.  
In the 2016/17 financial year, 119 buses will be purchased.  
In the 2017/18 financial year, 113 buses will be purchased.  
In the 2018/19 financial year, 42 buses will be purchased.





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**Public Transport Authority**

*Question No 9. Hon Ken Travers MLC asked – How many transit guards are employed?*

Answer:

As of 29 May 2015, there is a total of 238 Transit Officers employed. This figure does not include Senior Transit Officers, Transit Supervisors or Shift Commanders.

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**Public Transport Authority**

*Question No 10 Hon Ken Travers MLC asked – How many are senior officers*

Answer:

As of 29 May 2015, there is a total of 15 Senior Transit Officers employed. The PTA is currently in the middle of a recruitment process for additional Senior Transit Officers. Applications for this process closed on 28 May 2015.

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**Public Transport Authority**

*Question No 11. Hon Ken Travers MLC asked – How many are currently in training*

Answer:

As of 29 May 2015, there are no Transit Officers in training, however 21 newly recruited Transit Officers will commence training on 6 July 2015.



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**Public Transport Authority**

*Question No 12 Hon Ken Travers MLC asked – How many are currently on workers compensation*

Answer:

As at 25 May 2015 there were a total of 15 Transit Officers on workers compensation (not including two former employees and not including two new claims where liability has not yet been determined i.e. claim is pended).

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**Public Transport Authority**

*Question No 13. Hon Ken Travers MLC asked – What has been the most number of officers off on workers compensation during the 2014/15 financial year?*

**Answer:**

The greatest number of Transit Officers off on workers compensation occurred on the fortnight 29 June 2014 to 12 July 2014 when there were 20 Transit Officers on workers compensation. During this period, 15 Transit Officers were on a return to work program and 5 Transit Officers were totally unfit.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*Question No 14. Hon Ken Travers MLC asked – How many Revenue Protection Officers are engaged through a private contractor?*

Answer:

As of 29 May 2015, there are a total of 94 full time Revenue Protection Officers that are engaged through MSS Security.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 15 Hon Ken Travers MLC asked – I refer to the Transperth Passenger Satisfaction Monitor 2014 and in particular the personal safety ratings and I ask*

- a Can you provide a breakdown of the age category of respondents for the following*
- i Figure 11C – on board the bus at night*
  - ii Figure 11E – at the bus station/interchange at night*
  - iii Figure 12 – train*

**Answer:**

- a. Note: Demographic data is provided for the whole survey, not for specific questions, however, there is a breakdown of the data by travel time and this has been used to provide a response. No one under the age of 18 is interviewed for the Passenger Satisfaction Monitor.
- i. 699 of the 2329 bus participants travel at night, so they answer the safety questions pertaining to night. Of these:
    - 348 were between 18-25 years of age;
    - 132 between 26 – 35 years of age;
    - 84 between 36-45 years of age;
    - 58 between 46-55 years of age,
    - 48 between 56-65 years of age,
    - 29 over 65 years of age.
  - ii. The same profile as for part i.
  - iii. 425 of the 980 train participants travelled at night. Of these:
    - 1. 186 were between 18-25 years of age;
    - 2. 94 between 26-35 years of age;
    - 3. 56 between the age of 36-45 years of age;
    - 4. 37 between 46-55 years of age;
    - 5. 35 between 56-65 years of age;
    - 6. 17 over 65 years of age.



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**Public Transport Authority**

*Question No 16 Hon Ken Travers MLC asked – I refer to Budget Paper 2, volume 2, page 832 “Asset Investment: Forrestfield-Airport Link, Perth City Link”, and ask- For each of these two projects*

- a How many jobs will be created for this project?*
- b. How many of these jobs are*
  - i direct jobs created as part of the construction,*
  - ii direct jobs created when the facility is in full operation;*
  - iii. indirect jobs related to the construction period, and*
  - iv Indirect jobs related to the operation of the fully operational facility?*
- c How many apprentices will be employed for this project?*
- d How many trainees will be employed for this project?*
- e What was the methodology used to calculate these figures?*

Answer:

**For Forrestfield-Airport Link project**

- a. Estimated 2,000 jobs over the period of construction.
- b. i) See the answer provided at a)
  - ii) 200.
  - iii) Unable to advise until the Design and Construction contract is awarded.
  - iv) Unable to advise until the Design and Construction contract is awarded.
- c. In accordance with Government policy but unable to provide an exact figure until Design and Construction contract is awarded.
- d. See the answer provided at c)
- e. For the figures provided at a) and b) ii), the methodology was based on the resources required.

**For Perth City Link (PCL) project**

- a. Estimated 3000 jobs over the period of construction for Rail and Bus.
- b. i. Rail direct – 1,550; Bus direct – 1,450.
  - ii Rail indirect – 0; Bus indirect – 30.
  - iii Not possible to calculate.
  - iv Not possible to calculate;
- c. In accordance with Government policy, the number of apprentices (included in above); 72 as per Priority Start requirements, trainees included; Rail Apprentices - 42; Bus Apprentices – 30.
- d. Included in (c).
- e. Actual data from PCL Rail contractors (complete); open assessment of ongoing and future resources by current bus contractors





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### Public Transport Authority

*Question No 17: Hon Ken Travers MLC asked – I refer to Budget Paper 2, volume 2, page 833 New Works, MAX Light Rail, and ask-*

- a Since 30 April 2014, how much has been spent on any work related to the MAX Light Rail project?*
- b What was the total cost of all internal work undertaken on this project?*
- c Were any consultants employed to assist in any work on this project? If yes,*
  - i What was the name of the consultant(s),*
  - ii What work did they undertake; and*
  - iii What was the cost of each consultancy?*

Answer:

Since 1 May 2014 the following has been spent on this project.

- a. \$2,118,304.00.
- b. \$11,060.00.
- c. (i) – (iii) Yes. See below table.

Agency	Consultant	Service Type	Amount \$
Department of Transport	IQ Industrial Pty Ltd	Development of Business Case and Preferred Procurement Model for MAX Project	54,325 00
Department of Transport	KPMG	Economic Analysis	73,729.00
Department of Transport	Max Light Rail JV	Provision of Integrated Services for MAX Project	1,780,435 00
Department of Transport	Parsons Brinckerhoff Australia	Inner City Transit - Concept Design for Light Rail Network	71,308.00
Department of Transport	Traffic and Transport Solution	Provision of Transport and Planning advice	37,551 00
Department of Transport	University of Western Australia	Modelling and evaluating the joint access mode and train station choice - Emeritus Prof John Taplin	10,867 00
Department of Transport	Chronos Advisory Pty Ltd	Investment Analysis	15,000 00
Public Transport Authority	Dial Before You Dig (automated website which bills the PTA for the service.	Dial Before You Dig requirements	1,558 00
Public Transport Authority	AECOM	Dial Before You Dig requirements	3,277 00
		Total	2,009,415.00

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**Public Transport Authority**

*Question No 18 Hon Ken Travers MLC asked – Have any other contracts related to this project been let?*

*If yes;*

- a Who was the contract with*
- b. What was the contract for, and*
- c What was the cost of each contract*

Answer:

Since 1 May 2014 the following contracts have been let.

a. to c.

<b>Contractor</b>	<b>Service type</b>	<b>Total</b>
Gel Group	Temporary staff hiring	\$12,701.00



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**Public Transport Authority**

*Question No 19 Hon Ken Travers MLC asked – Have any concept designs, animations or artist impressions been prepared for this project since this question was last asked in the Legislative Council No 1155 on 6 May 2014?*

*If yes*

- a. What were they,*
- b Who prepared them; and*
- c What was the cost?*

Answer:

Since 6 May 2014 the following artist impressions have been prepared.

a. to c.

<b>Consultants</b>	<b>Service type</b>	<b>Cost</b>
Parsons Brinckerhoff Australia Pty Ltd	Inner City Transit concept design for light rail network	\$71,307.96



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**Public Transport Authority**

*Question No 20 Hon Ken Travers MLC asked – Since 1 January 2009, how much in total has been spent on developing and planning for light rail in Perth?*

Answer:

In total, since 1 January 2009, \$25,806,186.00 has been spent on developing and planning for light rail in Perth.

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**Public Transport Authority**

*Question No 21 Hon Ken Travers MLC asked – What is the breakdown of (20) into,*

- a Consultants,*
- b Preparing and assessing tenders,*
- c Preparing enabling legislation; and*
- d Legal advice*

Answer:

- a. \$21,926,620.00.
- b. It is not possible to provide a breakdown of the number of hours spent on preparing and assessing tenders.
- c. It is not possible to provide a breakdown of the number of hours spent on preparing enabling legislation.
- d. \$58,012.00.



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**Public Transport Authority**

*Question No 22. Hon Ken Travers MLC asked – Since 1 January 2009, how much in total has been spent on developing and planning for bus rapid transit along Alexander Drive?*

Answer:

Insofar as the Department of Transport is concerned, there has been no expenditure on Bus Rapid Transit (BRT) as BRT was one of the options considered as part of the MAX Light Rail project.

About six years ago the PTA spent approximately \$272,000.00 on a feasibility study which assessed rapid transit options including BRT along Alexander Drive.



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**Public Transport Authority**

*Question No 23 Hon Ken Travers MLC asked – What is the breakdown of (21) into,*

- a Consultants,*
- b Preparing and assessing tenders;*
- c. Preparing legislation, and*
- d Legal advice*

Answer:

Insofar as the Department of Transport is concerned it is assumed that the Member requested information regarding the breakdown of the answer provided at (22) and not (21) as stipulated.

a. to d. Not applicable.



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*Question No 24 Hon Ken Travers MLC asked – How much has been budgeted in 2015/16 for examining bus rapid transit along Alexander Drive?*

Answer:

Nil.





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**Public Transport Authority**

*Question No 25. Hon Ken Travers MLC asked – How much is in each year of the forward estimates for a bus rapid transit along Alexander Drive?*

Answer:

Nil.

A handwritten signature, possibly of a member of the committee, located in the bottom right corner of the page.

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**Public Transport Authority**

*Question No 26 Hon Ken Travers MLC asked – Did Mr Peter Iancov or Chronos Advisory undertake any work for the PTA or Department of Transport in 2014/15?*

*If yes*

- a What was the nature of the work,*
- b How much were they paid for the work?*

Answer:

Yes, work was undertaken for the Department of Transport.

- a. A review of the assumptions used in determining the MAX Light Rail project and whether there are viable alternatives that could achieve the same outcome.
- b. \$15,000 (excluding GST).



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**Public Transport Authority**

*Question No 27: Hon Ken Travers MLC asked – Is it expected that Mr Iancov or Chronos Advisory will be engaged to undertake any work in 2015/16?*

*If yes*

- a What is the nature of the work;*
- b What is the estimated cost of the work?*

**Answer:**

There are no plans to engage Chronos Advisory to undertake any work in 2015/16.



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**Public Transport Authority**

*Question No 28. Hon Ken Travers MLC asked – When was the decision taken to seek private sector partners to develop land surrounding the Public Transport Centre?*

Answer:

The matter has been under consideration for several years. A decision to approach the market to seek expressions of interest was taken and announced in May 2015.



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*Question No 29 Hon Ken Travers MLC asked – When does the PTA expect they will require additional office space in the building to be developed?*

Answer:

The basis for the proposal is to investigate potential opportunities for enhanced development outcomes on PTA land close to the city and to provide economic benefit to the State. While a possible long term opportunity, additional office space for the PTA has not formed part of formal considerations to date. The PTA does not anticipate requiring additional office space at East Perth for at least the next decade.



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*Question No 30 Hon Ken Travers MLC asked – What benefits does the PTA expect to receive from the development of this land?*

Answer:

The intention is to develop the land to maximise wider economic benefits with as little risk and cost as possible to the State. The benefits derived will depend on market proposals and subsequent commercial agreements.



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**Public Transport Authority**

*Question No 31: Hon Ken Travers MLC asked – Will you table the Transperth Passenger Satisfaction Monitor 2015?*

Answer:

Yes, a copy will be tabled following approval by the Minister.



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**Public Transport Authority**

*Question No 32 Hon Ken Travers MLC asked – Has the PTA or Department of Transport commissioned a business case for the Yanchep rail extension since 23 September 2008?  
a If yes, who undertook the work?*

Answer:

Yes, a preliminary business case was undertaken by the PTA in 2010 to understand potential costs and benefits of the project, particularly the impacts on land use, to assist in reserving the land required to facilitate future construction of the extension to Yanchep.

a. Syme Marmion and Co.





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**Public Transport Authority**

*Question No 33 Hon Ken Travers MLC asked – What was the total cost of producing the business case?*

Answer:

The total cost of producing the business case was \$104,407.60.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 34: Hon Ken Travers MLC asked – What did the business case estimate the extension would cost to construct?*

Answer:

\$502 million (in 2010 dollars).



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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 35 Hon Ken Travers MLC asked – How many daily trips on the rail network did the business case estimate the extension would generate?*

Answer:

The study undertook demand forecasts based on a catchment analysis of each proposed station from Butler to Yanchep. This method, which is a preliminary approach and was adopted due to the limited availability of land use data at the time, estimated an additional 39,250 daily boardings excluding Butler station under the proposed preferred scenario.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 36 Hon Ken Travers MLC asked – What alternatives to constructing the rail extension did the business case consider?*

Answer:

No other alternatives were considered in the original Business Case, however other alternatives are being evaluated at the moment.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 37: Hon Ken Travers MLC asked – What was the estimated cost to construct these alternative options?*

Answer:

This work is still ongoing.



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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 38: Hon Ken Travers MLC asked – Did the business case seek to estimate the mode share between public transport and private vehicle use depending on whether the rail line was or was not built?*

*a If yes, what did it estimate the mode shares would be?*

Answer:

Yes.

a. Mode shares varied depending on household proximity to rail.



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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 39 Hon Ken Travers MLC asked – Did the business case develop a BCR for the extension?*

*a If yes, what was it?*

Answer:

Yes.

- a. While demonstrating a positive BCR, it was preliminary in nature. Further work is required to finalise a BCR to inform future consideration of the project by Government.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 40 Hon Ken Travers MLC asked – Has the PTA or Department of Transport commissioned a business case for the Thornlie to Cockburn rail extension since 23 September 2008?*

*a If yes, who undertook the work?*

Answer:

Yes

- a. The PTA is currently undertaking development of a draft project business case. It is noted that an initial study was previously undertaken to establish an Infrastructure Australia “Early Stage” submission for the project.





**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 41: Hon Ken Travers MLC asked – What was the total cost of producing the business case?*

Answer:

Work on the draft business case is ongoing.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 42. Hon Ken Travers MLC asked – What did the business case estimate the extension would cost to construct?*

Answer:

Work on the draft business case is ongoing.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 43: Hon Ken Travers MLC asked – How many daily trips on the rail network did the business case estimate the extension would generate?*

Answer:

Work on the draft business case is ongoing.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 44 Hon Ken Travers MLC asked – What alternatives to constructing the rail extension did the business case consider?*

Answer:

Work on the draft business case is ongoing.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 45· Hon Ken Travers MLC asked – What was the estimated cost to construct these alternative options?*

Answer:

Work on the draft business case is ongoing.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 46: Hon Ken Travers MLC asked – Did the business case seek to estimate the mode share between public transport and private vehicle use depending on whether the rail line was or was not built?*

*a If yes, what did it estimate the mode shares would be?*

Answer:

Work on the draft business case is ongoing.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 47. Hon Ken Travers MLC asked – Did the business case develop a BCR for the extension?*

*a If yes, what was it?*

Answer:

Work on the draft business case is ongoing.

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## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

Thursday, 25 June 2015

#### Public Transport Authority

*Question No 48. Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 833, “Bus Infrastructure Program”, and ask-*

- a In 2014/2015 what was actual expenditure on the ‘Bus Stop Accessibility Works Program’?*
- b In 2014/2015 what was actual scope of works completed?*
- c For 2015/2016 how much is budgeted for the ‘Bus Stop Accessibility Works Program’?*
- d For 2015/2016 what is the scope of works planned for the ‘Bus Stop Accessibility Works Program’?*
- e In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted for the ‘Bus Stop Accessibility Works Program’?*
- f In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned for the ‘Bus Stop Accessibility Works Program’?*

Answer:

- a. \$5.214m for Bus Stop Accessibility Works Program (inclusive of associated accessible pathways expenditure).
- b. :
  - bus stops, train replacement bus stops;
  - regional town bus stops; and
  - special request bus stop upgrades.
- c. \$5.140m.
- d.
  - bus stops
  - Perth CAT stops;
  - regional town bus stops; and
  - special request stop upgrades.
- e. 2016/17 – \$5.270m  
2017/18 – \$5.400m  
2018/19 – \$5.535m
- f. 2016/17 –
  - bus stops along
  - Perth CAT stops;
  - regional town bus stops; and
  - special request stop upgrades.
- 2017/18 –
  - bus stops
  - Perth CAT stops;
  - regional town bus stops; and
  - special request stop upgrades.
- 2018/19 –
  - Bus stops
  - Perth CAT stops;
  - regional town bus stops; and
  - special request stop upgrades.





**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 49: Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 829 -830 “Metropolitan and Regional Passenger Services”, and “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what was actual expenditure on bus and rail station upgrades for disability access?*
- b. In 2014/2015 what was actual scope of works completed?*
- c For 2015/2016 how much is budgeted for bus and rail station upgrades for disability access?*
- d For 2015/2016 what is the scope of works planned for bus and rail station upgrades for disability access?*
- e In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted for bus and rail station upgrades for disability access?*
- f. In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned for bus and rail station upgrades for disability access?*

Answer:

- a. In 2014-15 the Kenwick station was upgraded at a cost of about \$8.5 million.
- b. The Kenwick station upgrade included:
  - New canopy for the protection of passengers;
  - New DDA compliant ramps;
  - New platform surface;
  - Lighting upgrade;
  - CCTV upgrade;
  - New DDA compliant station seating.
- c. See answer to part e.
- d. The following station works are planned to commence in 2015-16:
  - New platform surface with compliant tactile pavers platform surface and grading;
  - Extended platform to cater for the longer 6 car sets;
  - New station canopy;
  - DDA compliant ramps;
  - New Lighting;
  - CCTV upgrade;
  - DDA compliant station seating;
  - DDA compliant footbridge and access to the platform.
  - DDA compliant platforms



e. Refer to the table below.

<b>Description</b>	<b>2015-16 \$,000</b>	<b>2016-17 \$,000</b>	<b>2017-18 \$,000</b>	<b>2018-19 \$,000</b>
Bayswater station update	tbd	tbd	-	-
East Perth station upgrade	5,488	8,233	-	-
Merredin High Level Platform	0.400	-	-	-

f. The following station works are scheduled for completion in 2016-17:

- . Work is expected to include:
  - New platform surface with compliant tactile pavers platform surface and grading;
  - Extended platform to cater for the longer 6 car sets;
  - New station canopy;
  - DDA compliant ramps;
  - New Lighting;
  - CCTV upgrade;
  - DDA compliant station seating.
- DDA compliant footbridge and access to the platform.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 50: Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 829 “Metropolitan and Regional Passenger Services” and ask-*

- a In 2014/2015 what was actual expenditure to increase the number of disability accessible buses in the Transperth fleet?*
- b In 2014/2015 what was actual scope of works completed?*
- c In 2014/2015 what percentage of the Transperth bus fleet was disability accessible?*
- d For 2015/2016 how much is budgeted to increase the number of disability accessible buses in the Transperth fleet?*
- e For 2015/2016 what is the scope of works planned to increase the number of disability accessible buses in the Transperth fleet?*
- f For 2015/2016 what is the target ratio of disability accessible buses in the Transperth fleet?*
- g In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted to increase the number of disability accessible buses in the Transperth fleet?*
- h In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned to increase the number of disability accessible buses in the Transperth fleet?*
- i In each of the years 2016/2017, 2017/2018 and 2018/2019 what is the target ratio of disability accessible buses in the Transperth fleet?*

Answer:

- a. \$62.008M.
- b. All 123 buses supplied to Transperth in 2014/15 comply with the Disability Standards for Accessible public transport.
- c. 89 per cent.
- d. \$60.904M.
- e. All 98 buses to be supplied to Transperth in 2015/16 will comply with the Disability Standards for Accessible public transport.
- f. 92 per cent.
- g. 2016/17: \$67.421M.  
2017/18: \$58.543M.  
2018/19: \$42.374M.
- h. All buses to be supplied to Transperth in 2016/17, 2017/18 and 2018/19 will comply with the Disability Standards for Accessible public transport.
- i. 2016/17: 94 per cent.  
2017/18: 96 per cent.  
2018/19: 97 per cent.



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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 51 Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 830 “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what was actual expenditure to increase the number of disability accessible buses in the regional bus service fleet?*
- b. In 2014/2015 what was actual scope of works completed?*
- c In 2014/2015 what percentage of the regional bus service fleet was disability accessible?*
- d. For 2015/2016 how much is budgeted to increase the number of disability accessible buses in the regional bus service fleet?*
- e For 2015/2016 what is the scope of works planned to increase the number of disability accessible buses in the regional bus service fleet?*
- f. For 2015/2016 what is the target ratio of disability accessible buses in the regional bus service fleet?*
- g In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted to increase the number of disability accessible buses in the regional bus service fleet*
- h In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned to increase the number of disability accessible buses in the regional bus service fleet?*
- i. In each of the years 2016/2017, 2017/2018 and 2018/2019 what is the target ratio of disability accessible buses in the regional bus service fleet?*

Answer:

- a. \$11.896M.
- b. 24 additional low floor buses were acquired for use in the regional town bus service fleet to replace non-accessible buses. These buses were distributed to Bunbury, Busselton/Dunsborough, Collie, Esperance, Geraldton and Kalgoorlie.
- c. 79 per cent.
- d. \$3.606M.
- e. 7 additional low floor buses will be acquired for use in the regional town bus service fleet.
- f. 85 per cent.
- g. 2016/17 – \$6.568M.  
2017/18 – \$4.000M.  
2018/19 – \$2.097M.
- h. 2016/17 – 13 additional low floor buses will be acquired for use in the regional town bus service fleet.  
2017/18 – 8 additional low floor buses will be acquired for use in the regional town bus service fleet.  
2018/19 – 4 additional low floor buses will be acquired for use in the regional town bus service fleet.
- i. 2016/17 – 89 per cent.  
2017/18 – 92 per cent.  
2018/19 – 94 per cent.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 52. Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 830 “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what was actual expenditure to increase the number of disability accessible coaches in the Transwa fleet?*
- b In 2014/2015 what was actual scope of works completed?*
- c In 2014/2015 what percentage of the Transwa coach fleet was disability accessible?*
- d For 2015/2016 how much is budgeted to increase the number of disability accessible coaches in the Transwa fleet?*
- e For 2015/2016 what is the scope of works planned to increasing the number of disability accessible coaches in the Transwa fleet?*
- f For 2015/2016 what is the target ratio of disability accessible coaches in the Transwa fleet?*
- g In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted to increase the number of disability accessible coaches in the Transwa fleet?*
- h In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned to increasing the number of disability accessible coaches in the Transwa fleet?*
- i In each of the years 2016/2017, 2017/2018 and 2018/2019 what is the target ratio of disability accessible coaches in the Transwa fleet?*

**Answer:**

- a. Nil.
- b. Not applicable.
- c. 95 per cent.
- d. \$6.65M (for the procurement of 11 accessible replacement road coaches).
- e. Transwa awarded a Contract to Volvo/Irizar on 28 May 2015 for the supply and delivery of 23 modern, accessible road coaches. The delivery schedule is yet to be finalised, however Transwa have requested the delivery of 11 road coaches in 2015/16 and 12 road coaches in 2016/17.
- f. 100 per cent.
- g. 2016/17: \$9.45m (for the procurement of 12 accessible replacement road coaches).  
2017/18: Nil  
2018/19: Nil
- h. 2016/17: The supply and delivery of 12 accessible road coaches.  
2017/18: Not applicable.  
2018/19: Not applicable.
- i. 100 per cent for the 2016/17, 2017/18 and 2018/19 financial years.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

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Thursday, 25 June 2015

#### Public Transport Authority

*Question No 53. Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 830 “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what percentage of the Transwa railcar fleet was disability accessible?*
- b In 2014/2015 what Transwa routes are serviced by railcars that are not accessible by people with disabilities?*
- c In 2014/2015 what was actual expenditure to increase the number of disability accessible railcars in the Transwa fleet?*
- d In 2014/2015 what was actual scope of works completed?*
- e For 2015/2016 how much is budgeted to increase the number of disability accessible railcars in the Transwa fleet?*
- f For 2015/2016 what is the scope of works planned to increasing the number of disability accessible railcars in the Transwa fleet?*
- g For 2015/2016 what is the target ratio of disability accessible railcars in the Transwa fleet?*
- h In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted to increase the number of disability accessible railcars in the Transwa fleet?*
- i In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned to increasing the number of disability accessible railcars in the Transwa fleet?*
- j In each of the years 2016/2017, 2017/2018 and 2018/2019 what is the target ratio of disability accessible coaches in the Transwa fleet?*

Answer:

- a. 64 per cent. The Transwa railcar fleet is divided between the Prospector train (7 railcars), the AvonLink/MerredinLink train (2 railcars - same train operates two services) and the Australind train (5 railcars). The Prospector and the AvonLink/MerredinLink railcars comply with elements of Transport Standards for Accessibility. The Australind railcars were commissioned into service in 1987, well before the introduction of the Transport Standards. This fleet underwent a major refit programme to improve vehicle accessibility, which concentrated on non-structural areas only.
- b. The East Perth to Kalgoorlie route operated by the Prospector train is not accessible at Carrabin, Hines Hill, Burracoppin and Bodallin Stations due to the low level of the platforms. The Perth to Bunbury route operated by the Australind train is not accessible at Yarloop, Cookernup and North Dandalup stations due to the low level of the platforms.
- c. Nil.
- d. Not applicable.
- e. \$30,000.
- f. Updates to interior signage and handrails.
- g. 64 per cent.
- h. 2016/17: Nil.  
2017/18: Nil.  
2018/19: Nil.



- i. Over the next five years there will be minor works to different aspects of the Australind train to make it as accessible as possible within structural constraints.
- j 100 per cent for all financial years for road coaches.

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**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 54: Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 829 -830 “Metropolitan and Regional Passenger Services”, and “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what was actual expenditure on lift and escalator upgrades at PTA stations?*
- b In 2014/2015 what was actual scope of works completed?*
- c For 2015/2016 how much is budgeted for lift and escalator upgrades at PTA stations?*
- d For 2015/2016 what is the scope of works planned for lift and escalator upgrades at PTA stations?*
- e In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted for lift and escalator upgrades at PTA stations?*
- f In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of works planned for lift and escalator upgrades at PTA stations?*

Answer:

- a \$1.44m.  
Replacement of 4 x escalators Replacement of 4 lifts
- c. \$9.32m.
- d The planned scope of works for 2015/2016 include:  
Replacement of 8 escalators.
  - Replacement of 2 lifts  
The planning and procurement for replacing escalators at Perth Underground and Esplanade stations will take place in 2015/16.
- e. The following budget has been allocated for escalator upgrades only:
  - 2016/2017: \$7.75m.
  - 2017/2018: Nil
  - 2018/2019: Nil.
- f. The planned scope of works for escalator upgrades:
  - 2016/2017 Replace Perth Underground escalators and Esplanade Station
  - 2017/2018: Not applicable
  - 2018/2019: Not applicable





## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

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Thursday, 25 June 2015

#### Public Transport Authority

*Question No 55: Hon Alanna Clohesy MLC asked – I refer to Budget Paper 2, volume 2, page 829 -830 “Metropolitan and Regional Passenger Services”, and “Country Passenger Rail and Road Coach Services”, and ask-*

- a In 2014/2015 what was actual expenditure on ‘orange’ School Bus Services (SBS) for students with special needs?*
- b In 2014/2015 what was actual scope of services provided?*
- c For 2015/2016 how much is budgeted for ‘orange’ SBS for students with special needs?*
- d For 2015/2016 what is the planned scope of ‘orange’ SBS for students with special needs?*
- e In each of the years 2016/2017, 2017/2018 and 2018/2019, how much is budgeted for ‘orange’ SBS for students with special needs?*
- f In each of the years 2016/2017, 2017/2018 and 2018/2019, what is the scope of ‘orange’ SBS for students with special needs?*

Answer:

- a. In 2014/2015, expenditures for ‘orange’ School Bus Services (SBS) for students with special needs are forecast to be \$17.4M.
- b. Where a child is unable to make their own way to and from education support facilities the Government provides a network of ‘orange’ school buses which will transport eligible students from their residence to school each school day under its Student Transport Assistance Policy.

To be eligible for Transport Assistance for travel to an Education Support Facility, an education support student must, under normal circumstances:

- Be enrolled at a Government or non-Government Education Support Facility;
- Be unable able or not competent to make their own way to their facility safely;
- Be regularly attending the facility and using their approved transport service.

In 2014/15 School Bus Services transported 1953 eligible students on 129 Education Support school bus services.

- c. In 2015/2016, a budget of \$17.5M has been allocated.
- d. In 2015/2016 the planned scope is to provide an ongoing level of transport assistance that is in accordance with the Government’s Student Transport Assistance Policy. Actual additional data cannot be provided until application is made.
- e. In each of the years 2016/2017, 2017/2018 and 2018/2019, budgets of \$17.9M, \$18.5M and \$19.2M has been allocated respectively.
- f. In each of the years 2016/2017, 2017/2018 and 2018/2019 the planned scope is to provide an ongoing level of transport assistance that is in accordance with the Government’s Student Transport Assistance Policy .



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No 56 Hon Adele Farina MLC asked – I refer to Budget Paper 2 Volume 2 at page 825 “Spending Changes”, line item Workforce Renewal Policy, and I ask,*

- a At 1 May 2008, how many staff, by headcount and FTE, were employed in the South West Region?*
- b Where were the staff identified in a. located and at what level and status (fulltime, part time, contract or casual) were each of those staff employed?*
- c. At 1 May 2015, how many staff, by headcount and FTE, were employed in the South West Region?*
- d Where were the staff identified in c located and at what level and status (fulltime, part time, contract or casual) were each of those staff employed?*

**Answer:**

- a. As at 1 May 2008, the staff headcount was 26 and the FTE was 24.27.
- b. Please refer to the following table.

<b>Location</b>	<b>Headcount</b>	<b>FTE</b>	<b>Level</b>	<b>Status</b>
Albany	3	3	Wages - Level 6	Fulltime
	2	1.87	Salary – Level 2	Part time
	1	0.8	Wages - Level 6	Part time
Esperance	1	1	Wages - Level 6	Fulltime
Bunbury	1	1	Salary – Level 4	Fulltime
	2	2	Salary – Level 2	Fulltime
	2	2	Salary – Level 1	Fulltime
	4	4	Wages – Level 6	Fulltime
	1	1	Wages – Level 3	Fulltime
	3	3	Wages – Railcar Drivers	Fulltime
	1	0.4	Salary – Level 1	Part time
	2	1.6	Wages – Level 6	Part time
	1	0.8	Wages - Level 6	Casual
	2	1.8	Wages – Level 3	Casual

- c. As at 1 May 2015, the staff headcount was 31 and the FTE was 29.07.

d. Refer to the following table.

Location	Headcount	FTE	Level	Status
Albany	3	3	Wages – Level 6	Fulltime
	2	1.87	Salary – Level 2	Part time
	1	.5	Wages – Level 6	Part time
	1	1	Wages – Level 6	Casual
Esperance	1	1	Wages - Level 6	Fulltime
Bunbury	1	1	Salary – Level 5	Fulltime
	2	2	Salary – Level 2	Fulltime
	1	1	Salary – Level 1	Fulltime
	4	4	Wages – Level 6	Fulltime
	1	1	Wages – Level 3	Fulltime
	3	3	Wages – Railcar Drivers	Fulltime
	3	2.7	Salary – Level 1	Part time
	3	2.4	Wages – Level 3	Part time
	1	1	Wages – Level 6	Casual
	4	3.6	Wages - Level 3	Casual