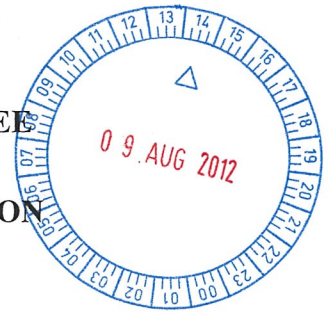


**PUBLIC**

09/08/12



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Page 654 Budget Paper number 2 – Significant Issues Impacting the Agency*

*In reference to Perth's electric urban train system which ranges from five to 22 years in age with some station related infrastructure on the Armadale, Fremantle and Midland lines older.*

*Question No 1: Hon Ljiljanna Ravlich asked – can the Minister advise the age of station related infrastructure on the following stations*

- a) Armadale*
- b) Fremantle and*
- c) Midland*

**Answer:**

Stations across the Perth rail network are made up of numerous fixtures, fittings and component parts, such as platforms, tiling, station building components, roof structures, signage, ticketing equipment etc. All of these components are of varying ages. It is fair to say however, that the fixtures and fittings provided at the stations are very modern.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 654 Budget Paper number 2 – Significant Issues Impacting the Agency  
In reference to the Key Effectives Indicators*

*Question No 2: Hon Ljiljanna Ravlich asked – the Minister to provide the actual numbers (rather than percentages) in the 2010-11 and 2011-12 financial years and for the following indicators;*

- a. the actual number of street addresses within the Perth Public Transport Area which are not within 500 metres of a Transperth stop providing an acceptable level of service.*
- b. those streets by suburbs where the street addresses within the Perth Public Transport Area are not within 500 metres of a Transperth stop to provide an acceptable level of service.*
- c. the number of times that metropolitan and regional passenger services were not reliable by Public Transport Area.*
- d. the number of times that metropolitan and regional Bus services did not arrive within four minutes of the scheduled time by Public Transport Area.*
- e. the number of times that metropolitan and regional Train services did not arrive within four minutes of the scheduled time by Public Transport Area.*
- f. the number of times that metropolitan and regional ferries did not arrive within three minutes of the scheduled time by Public Transport Area.*
- g. the number of times in total that Country passenger rail and road coach services in total did not meet reliability standards.*
- h. the number of times that the Prospector did not arrive within 15 minutes of scheduled time by Public Transport Area.*
- i. the number of times that the Australind did not arrive within 10 minutes of scheduled time by Public Transport Area.*
- j. the number of times that the MerredinLink did not arrive within 10 minutes of scheduled time by Public Transport Area.*
- k. the number of times that the AvonLink did not arrive within 10 minutes of the scheduled time by Public Transport Area.*
- l. the number of times that the Road Coaches did not arrive within 10 minutes of scheduled time by Public Transport Area.*
- m. the number of times that AvonLink did not arrive within 10 minutes of scheduled time by Public Transport Area.*

Answer:

- a. In the 2010-11 financial year, approximately 142,000 households were more than 500 metres from a Transperth stop. In the 2011-12 financial year, approximately 140,000 households were more than 500 metres from a Transperth stop.*
- b. Refer to the attached maps showing areas of acceptable service level (Green) and not-acceptable service level (Red and Yellow) for the 2010-11 and 2011-12 financial years.*

c. d.

	2010-11	2011-12
Morley		
Not reliable	804	1062
> 4 minutes	731	985
Fremantle/Cockburn		
Not reliable	573	1017
>4 minutes	508	935
Rockingham		
Not reliable	348	589
>4 minutes	312	550
Joondalup*		
Not reliable	125	919
>4 minutes	119	863
Canning		
Not reliable	413	659
>4 minutes	373	609
Kalamunda		
Not reliable	188	234
>4 minutes	175	211
Midland		
Not reliable	161	223
>4 minutes	144	203
Southern River		
Not reliable	305	445
>4 minutes	278	403
Belmont		
Not reliable	524	644
>4 minutes	487	577
Claremont		
Not reliable	319	436
>4 minutes	301	409
Marmion*		
Not reliable	138	995
>4 minutes	135	927
Circle Route		
Not reliable	150	206
>4 minutes	134	162
Marmion/Wanneroo*		
Not reliable	997	-
>4 minutes	901	-

DNR = Did Not Run.

\*Marmion Wanneroo contract area ceased as of 1 May 2011, when it was split into two separate contract areas Joondalup and Marmion.

- e. In the 2010-11 financial year, 12 771 train services did not arrive within four minutes of the schedule. In the 2011-12 financial year, 17 741 train services did not arrive within four minutes of the schedule.

f.

2010 / 11	2011 / 12*
1 Trip	3 Trips

\* Contract change - parameter changed from 3 minutes to 4 minutes as of 1 July 2011.

g.

No. of times services did not meet reliability (FY 10/11)	No. of times services did not meet reliability (FY 11/12)
514	640

h, i. j. k. l. m.

	No. Of times services did not arrive within reliability standard * (FY10/11)	No. Of times services did not arrive within reliability standard * (FY11/12)
Prospector	234	213
Australind	65	160
Merredinlink	22	18
Avonlink	8	6
Roadcoach	185	243

\* The following are the reliability standards for the Transwa services:

Prospector -15 mins; Australind -10 mins; Merredinlink - 10 mins; Avonlink - 10 mins and Road Coach services - 10 mins.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 654 Budget Paper number 2 – Significant Issues Impacting the Agency*

*In reference to the level of notifiable safety occurrences – notifiable occurrences.*

*Question No 3: Hon Ljiljanna Ravlich asked – can the Minister define the following indicators and explain exactly what they measure?*

- a. Category A Occurrences per million passenger boarding's.*
- b. Category A Occurrences per million train kilometres.*
- c. Category B Occurrences per million passenger boarding's.*
- d. Category B Occurrences per million train kilometres.*
- e. Regional school bus services: notifiable occurrences (accidents) reported each school year.*

Answer:

Yes.

- a. Is the number of Category A Occurrences as defined in the Rail Safety Regulations 2011 per million passenger boardings.
- b. Is the number of Category A Occurrences as defined in the Rail Safety Regulations 2011 per million train kilometres.
- c. Is the number of Category B Occurrences as defined in the Rail Safety Regulations 2011 per million passenger boardings.
- d. Is the number of Category B Occurrences as defined in the Rail Safety Regulations 2011 per million train kilometres.
- e. The measure for the notifiable occurrences is expressed as the number of on-road school bus accidents reported during the year.

# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

### Public Transport Authority

Page 654 Budget Paper number 2 – Significant Issues Impacting the Agency

Question No 4: Hon Ljiljanna Ravlich asked – can the Minister advise the actual number of notifiable safety occurrences – notifiable occurrences (as opposed to percentages) of the following in the financial years of 2010-2011 and 2011-12.

- Category A Occurrences per million passenger boarding's.
- Category A Occurrences per million train kilometres.
- Category B Occurrences per million passenger boarding's.
- Category B Occurrences per million train kilometres.
- Regional school bus services: notifiable occurrences (accidents) reported each school year.

Answer:

a.

Financial Year	Category 'A' Occurrences per million passenger boarding's	Total No. Of Notifiable Incidents
2010 - 2011	0.19	11
2011 - 2012	0.24	15

Note: Category A Occurrences include suicides and attempted suicides.

b.

Financial Year	Category 'A' Occurrences per million train kilometres	Total No. Of Notifiable Incidents
2010 - 2011	0.69	11
2011 - 2012	0.89	15

Note: Category A Occurrences include suicides and attempted suicides.

c.

Financial Year	Category 'B' Occurrences per million passenger boarding's	Total No. Of Notifiable Incidents
2010 - 2011	6.63	392
2011 - 2012	7.11	450

d.

Financial Year	Category 'B' Occurrences per million train kilometres	Total No. Of Notifiable Incidents
2010 - 2011	24.69	392
2011 - 2012	27.13	450

e.

Financial Year	Notifiable Occurrences (accidents)
2010 - 2011	19
2011 - 2012	21

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 653 Budget Paper number 2 – Total Appropriations*

*Question No 5: Hon Adele Farina asked – in reference to the Perth to Bunbury Fast train.*

- a. What if any of the total appropriations for Division 55 have been allocated to progress the Perth to Bunbury Fast Train project?
- b. Where in the Budget papers can one find an allocation for advancing the Perth to Bunbury Fast Train project?
- c. Have the feasibility studies for this project been completed?
- d. Have the unresolved issues with regard to the final section of the route from Eaton to Koombana Bay been resolved?
- e. If yes to (d), what is proposed?
- f. Is the Government committed to delivering a Perth to Bunbury Fast train?
- g. If yes to (f), when?

Answer:

a & b.

There has been no specific appropriations for the planning activities associated with the Perth to Bunbury Fast Train project. The required work has been undertaken from the service appropriation (2011/2012 budget) and the operating subsidy (2012/13 budget) as per other general planning activities.

- c. Feasibility studies for the project have been substantially completed. These studies have been undertaken to define and protect the corridor for a fast train from Perth to Bunbury.
- d. No.
- e. Not applicable.
- f - g. Yes. Delivery is subject to a Cabinet submission.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Question No 6: Hon Adele Farina asked – in reference to Bus services what funding has been allocated in the Budget to provide additional bus services in the South West region:*

- a. *In the towns of-*
  - i. *The greater Bunbury area,*
  - ii. *Busselton,*
  - iii. *Margaret River and*
  - iv. *Dunsborough?*
- b. *Between Perth and the towns of-*
  - i. *The greater Bunbury area,*
  - ii. *Busselton,*
  - iii. *Margaret River and*
  - iv. *Dunsborough?*
- c. *In between the towns of -*
  - i. *The greater Bunbury area,*
  - ii. *Busselton,*
  - iii. *Margaret River and*
  - iv. *Dunsborough?*
- d. *If funding has been allocated for additional services, for each of (a), (b) and (c) above -*
  - i. *how much funding has been provided?*
  - ii. *where will the additional services be provided?*
  - iii. *when will the services be provided?*

Answer:

- a. There is no funding allocated in the Budget for additional services in the greater Bunbury area, Busselton, Margaret River and Dunsborough. Margaret River currently does not have a publicly funded town bus service due to its population density being insufficient to sustain a public transport service.
- b. Nil.
- c. Nil.
- d. Not applicable.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Question No 7: Hon Adele Farina asked – in reference to Bus services what funding has been provided to improve safety on:*

*a. Buses operating within each of the following towns -*

- i. The greater Bunbury area,*
- ii. Busselton,*
- iii. Margaret River and*
- iv. Dunsborough?*

*b. Buses operating between Perth and the following towns -*

- i. The greater Bunbury area,*
- ii. Busselton,*
- iii. Margaret River and*
- iv. Dunsborough?*

*c. Buses operating between the following towns -*

- i. The greater Bunbury area,*
- ii. Busselton,*
- iii. Margaret River and*
- iv. Dunsborough?*

*d. If funding has been allocated for additional services, for each of (a), (b) and (c) above -*

- i. how much funding has been provided?*
- ii. what additional safety measures will be provided?*
- iii. when will the additional safety measures be provided?*

Answer:

a – d. The provision of safe running services is inherent in the funding provided.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 654 Budget Paper number 2 Volume 2 – Significant Issues Impacting the Agency –  
Bullet Point 2*

*In reference to plans for public transport to the airport*

*Question No 8: Hon Lynn MacLaren asked – if it is likely to take approximately a year to decide where the station is going to go, how will this affect the planning of the domestic and international airports (which is already at an advanced stage) and the commencement of construction?*

Answer:

The Government is aware of the timeframe for the development of a consolidated terminal at Perth Airport through ongoing liaison and planning between the Airport Corporation and Government Agencies over the last two to three years.

The Public Transport Authority has been requested by the Government to produce a Project Definition (i.e. Master Plan) for an extension of the railway to Perth Airport. As part of the Master Plan, concepts will be developed for the stations at a much greater level of definition than is available at present.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 655 Budget Paper number 2 Volume 2 – Significant Issues Impacting the Agency – Bullet Point 2*

*Question No 9.1: Hon Lynn MacLaren asked – with regard to the accessibility of public transport, does the 500 metre accessibility indicator take account of other factors such as:*

- a) the frequency of the services; and*
- b) the destinations accessible from that service?*

*Question No 9.2: Hon Lynn MacLaren asked – with regard to commuter behaviour in relation to public transport, does the Agency have information about:*

- a) what proportion of commuters travel by car, bus, train, cycle or other method?*
- b) Of those who travel by car, how many travel alone or with 1, 2, 3 or more passengers?*
- c) What incentives could be used to increase public transport or cycle use to get to work?*
- d) What disincentives could be used to discourage car use to get to work?*
- e) What incentives could be used to encourage car use with more than one passenger?*

Answer:

9.1 a) Yes. A stop is defined as having an acceptable service level when it averages at least three trips per hour in the morning or afternoon peak and an average of at least one trip per hour between the morning and afternoon peak.

9.1 b) No.

9.2 This question should be referred to the Department of Transport and Department of Planning.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### ADDITIONAL QUESTIONS FOR THE 2012-13 BUDGET ESTIMATES HEARING

Tuesday, 3 July 2012

#### Department of Transport

Question referred from the Public Transport Authority.

*Question No 9.2 the Hon Lynn MacLaren asked –*

*With regard to commuter behaviour in relation to public transport, does the agency have information about:*

- a. What proportion of commuters travel by car, bus, train, cycle or other method?*
- b. Of those who travel by car, how many travel alone or with 1, 2, 3 or more passengers?*
- c. What incentives could be used to increase public transport or cycle use to get to work?*
- d. What disincentives could be used to discourage car use to get to work?*
- e. What incentives could be used to encourage car use with more than one passenger?*

Answer:

a. The 2006 census results showed 10.6 per cent of adults used public transport for their usual trip to work or study. 2011 census results are available on 30 October 2012.

The 2006 Perth and Regions Travel Survey assessed all day travel for all purposes to all destinations. Analysis of this survey showed that 57.5 per cent of trips were as a car driver, 24 per cent as a car passenger, 4.6 per cent were public transport trips (Note: the adjusted percentage for average weekday-only public transport from this survey was 6 per cent), 1.7 per cent were cycle trips and 11 per cent were walking trips

b. The number of people in each car averages around 1.2 people per vehicle.

c-e. The Department of Transport has developed a Public Transport Network Plan, a WA Bicycle Plan and a CBD Transport Plan that have a range of initiatives to increase public transport and cycle use. The 2012-13 State Budget includes funding to implement some of these initiatives. In addition, the Department of Transport is developing a Moving People Network Plan for Perth and Peel which identifies a number of strategies to better manage the transport network as a whole, and promoting the more efficient use of the transport network. The Department of Transport's ongoing TravelSmart program has proved an effective tool to encourage more people to choose alternative travel modes.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 10: Hon Ken Travers asked – how many employee relocations from metro to regional does the agency undertake every year?*

Answer:

Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 11: Hon Ken Travers asked – how many employee relocations from regional to metro does the agency undertake every year?*

Answer:

Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 12: Hon Ken Travers asked – what is the total cost for relocations and can we get a breakdown of that figure in terms of removalist costs, allowances paid directly to the employee and other costs?*

Answer:

Not Applicable.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 13: Hon Ken Travers asked – what is the average cost to relocate an employee from metropolitan Perth to:*

- a) South West;*
- b) Great Southern;*
- c) Wheatbelt;*
- d) Gascoyne;*
- e) Kimberley;*
- f) Pilbara; and*
- g) Goldfields?*

Answer:

Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 14: Hon Ken Travers asked – what is the average cost, across all regions, to relocate an employee to regional WA?*

Answer:

Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 15: Hon Ken Travers asked – what is the average cost to relocate an employee to metropolitan Perth from:*

- h) South West;*
- i) Great Southern;*
- j) Wheatbelt;*
- k) Gascoyne;*
- l) Kimberley;*
- m) Pilbara; and*
- n) Goldfields?*

Answer:

Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 16: Hon Ken Travers asked – what is the average cost, across all regions, to relocate an employee to metropolitan Perth? Is there a difference between relocating someone from Perth to a region and the cost of relocating a person from that region to Perth can you please explain the reason for any difference?*

Answer:

☐ Not Applicable.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 17: Hon Ken Travers asked – what has happened to the metropolitan parking area for trucks?*

- a. Has a location been selected for it?
- b. Who is responsible for constructing it?
- c. Has any allocation been made in the budget or across the forward estimates for it?
- d. If yes, how much?
- e. When is it expected that construction will commence and be completed?

Answer:

Please refer to question 35 directed to Main Roads WA.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 18: Hon Ken Travers asked – has or is the agency considering privatising, contracting out or in any way changing the employee arrangements or who undertakes the work of the agency for any of the agency's sections or any of their activities, and if yes, which sections and what is or has been considered?*

Answer:

Employee arrangements change on a continual basis in line with normal enterprise bargaining arrangements. In terms of wider outsourcing arrangements, the Public Transport Authority has none under consideration.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 19: Hon Ken Travers asked – how many staff in each agency are currently on contracts?*

Answer:

As at 30 June 2012, the Public Transport Authority had 81 Fixed Term Contract Employees.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 20: Hon Ken Travers asked – how many staff were on contracts at the same time last year?*

Answer:

As at 30 June 2011, the Public Transport Authority had 103 Fixed Term Contract Employees.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 21: Hon Ken Travers asked – did the agencies leave liability increase in 2011/2012 compared to the previous financial year, and if yes, by how much and why?*

Answer:

Yes. The Public Transport Authority's accumulated leave balances increased by 7.5% in 2011-12 when compared to the previous financial year due to salary and wages escalation on existing accumulated leave balances and increases in the leave balances during this year.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 22: Hon Ken Travers asked – does the agency expect its leave liability will change in the 2012/2013 financial year and if yes, by how much and why?*

Answer:

Yes, the Public Transport Authority (PTA) does expect the leave liability to change in the 2012-13 financial year, however as leave management plans for the 2012-13 financial year are currently being developed the PTA cannot determine an exact figure.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Page 659 Budget Paper number 2 – Rail Car Program*

*Question No 23: Hon Ken Travers asked –*

- a) How much additional revenue will the 15 railcar sets generate?*
- b) What is the additional operating cost/subsidy for these railcars?*
- c) How much is allocated for the operating costs of the additional railcars?*

Answer:

Please refer to the answer provided in pre hearing question number 12.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Page 659 Budget Paper number 2 – Bus Infrastructure Program*

*Question No 24: Hon Ken Travers asked –*

- a) How much additional revenue will the additional buses generate?*
- b) What is the additional operating cost/subsidy for these buses?*
- c) How much is allocated for the operating costs for the additional buses?*

Answer:

Please refer to the answer provided in pre hearing question number 11.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Page 655 Budget Paper number 2 dot point 1*

*In reference to improving bus feeder services to train stations*

*Question No 25: Hon Ken Travers asked –*

- a) Can the Minister outline what new feeder services have been introduced?*
- b) Which existing ones have been improved?*
- c) How much is allocated to improvements in this year and over the forward estimates?*
- d) What stations will receive improved services?*

Answer:

Since May 2011 Transperth has introduced almost 3.7 million additional service kilometres to improve bus feeder services to train stations.

a) New feeder bus services

- 518
- 450, 467
- 568, 428
- 480
- 451
- 415

b) Improvements to existing services

- 390, 391
- 371, 206, 207
- 507
- 410, 41, 421
- 501, 502, 527
- 344
- 413, 423, 425, 427
- 441, 442, 443, 444, 445, 446, 447, 482, 483, 484
- 490
- 100, 101, 460, 461, 462, 463
- 825, 920

- c) For 2012-13, Transperth will be introducing 350,000 additional services kilometres to improve bus feeder services to train stations. At this time, detailed planning for beyond 2012-13 has not been undertaken to determine the split between bus feeder services to

train stations and services that do not feed to train stations. The allocation of service growth in these future years will be provided according to need and demand.

- d) For 2012-13 there will be improvements to bus feeder services to Mandurah, Armadale, Warwick and Stirling Stations. Beyond 2012-13 service improvements to stations will be provided according to need and demand.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Page 645 Budget Paper number 2*

*In reference to the Public Transport 2031 Plan which recommended a new Station at Karnup*

*Question No 26: Hon Ken Travers asked –*

- a) What is the estimated cost of the Karnup Station?*
- b) What works are included in this estimation?*
- c) Does this include additional rolling stock?*
- d) What is the additional operating cost/subsidy for this station?*
- e) What is the current estimated timeframe for when this station will be built?*

Answer:

- a) The estimated cost of the Karnup station in 2011 dollar values is \$35m.
- b) The estimate includes the works for the station infrastructure and adjoining precinct including a park and ride facility.
- c) No. Further work is required to define the additional rolling stock requirement.
- d) The operating cost for a new station and park and ride facility would be in the order of \$750,000 to \$1,000,000 per annum depending on the services provided.
- e) There is no timeframe at present for construction of this station.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Page 653 Budget Paper number 2 – 2011/12 Efficiency Dividend*

*Question No 27: Hon Ken Travers asked –*

- a) How did the agency meet this dividend?*
- b) Where were the savings made?*

Answer:

- a) The dividend was met from savings in operating costs.
- b) The savings were met:
  - From competitive tendering of a number of school bus contracts.
  - In power consumption by the Public Transport Authority's (PTA) rail system. This was due to some anticipated increased costs provided for in the PTA's budget not eventuating and to system efficiencies implemented by the PTA over recent years.
  - From retendering Transperth bus contracts for the Marmion and Joondalup bus contracts.
  - In employment costs resulting from voluntary separations.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

**Public Transport Authority**

*Page 598 Budget Paper number 2*

*Western Power refers to new Electrical Sub-Stations at the PTA's City and Clarkson Station's*

*Question No 28: Hon Ken Travers asked –*

- a) Is the PTA paying for these new electrical sub-stations at the City and Clarkson?*
- b) Why are they needed?*
- c) When will further Electrical Sub-Stations be required?*

Answer:

- a) The Public Transport Authority is paying for an additional power substation at City West station and Nowergup depot. The PTA is also funding upgrades of Western Power's North Perth facility in order that they can supply traction power to the train power system through the PTA's new (to be built) City West substation.
- b) The City West substation is required to address existing traction power capacity pressures and to meet the demand that will result from the commissioning of the additional railcars ordered by the Government. The Nowergup substation is required to service the extension of the Joondalup line to Butler.
- c) The Public Transport Authority is currently undertaking a study to determine future requirements.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 29: Hon Ken Travers asked –*

*What is the average dwell time allowed at stations for rail schedules on the Perth rail network?*

- a) Does the average dwell time change during peak and non-peak times?*
- b) If yes what are the average dwell times in each period?*

Answer:

There is no average dwell time as this is dependent on loading requirements and other variables at individual stations. Dwell time is built into the overall schedule of the services and is not calculated separately for each station stop.

- a) No
- b) Not Applicable

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

TUESDAY, 3 JULY 2012

#### Public Transport Authority

*Question No 30: Hon Ken Travers asked – when does the lease/agreement with the City of Joondalup for parking in the vicinity of the Joondalup Station expire.*

- a) Has the PTA sought to extend this lease/agreement?*
- b) Are people employed by Wilson Security to provide security services considered a “public officer” for the purposes of the Criminal Code?*
- c) If no, why not?*
- d) Are these people appointed as “authorised officers” under the Public Transport Authority Act 2003?*
- e) If yes, what purposes or provisions of the Public Transport Authority Act 2003 are specified in their instruments of designation?*

Answer:

- a) The agreement with the City of Joondalup for parking in the vicinity of the Joondalup station expires on 5 December 2012.
- b) Yes.
- c) Not Applicable
- d) Yes.
- e) The instrument of designation specifies that the named Wilson Security Officer is an Authorised Person for the purposes of the Act and the *Public Transport Authority Regulations* except for the following provisions of the Act:
  - Section 45 – Content of notice.
  - Section 46 – Extension of time.
  - Section 47 – Withdrawal of notice.

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

**TUESDAY, 3 JULY 2012**

#### **Public Transport Authority**

*Question No 31: Hon Ken Travers asked – did any trains have any accidents in the 2010/11 or 2011/12 financial years that required them to be taken out of service for more than one week?*

- a) If yes, on how many occasions did this occur?*
- b) What were the dates the train/s were out of service?*
- c) What type of train was it?*
- d) Is the train now back in service?*

Answer:

(a) Yes, 3.

(b) Dates out of service	(c) Type of Train	(d) Is train back in service
16/12/10 – 14/02/11	EMU Railcars 578	YES
25/11/12	EMU Railcars 246/346	NO. Anticipated July 2013.
ADP 101 13/01/12 – 16/02/12 ADQ 122 13/01/12 – 04/04/12	Australind Railcars ADP 101, ADQ 122	YES

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

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#### Public Transport Authority

*Question No 32: Hon Ken Travers asked – for each Metropolitan Bus contract area, how many buses were recorded as failing to meet the on-time running benchmark in:*

- a) March 2012;*
- b) April 2012; and*
- c) May 2012?*

Answer:

a)	
Morley	113
Fremantle/Cockburn	121
Joondalup	98
Rockingham	81
Belmont	74
Canning	76
Circle Route	22
Claremont	59
Kalamunda	30
Marmion	110
Midland	27
Southern River	48

b)	
Morley	106
Fremantle/Cockburn	104
Joondalup	104
Rockingham	59
Belmont	62
Canning	61
Circle Route	17
Claremont	42
Kalamunda	24
Marmion	109
Midland	18
Southern River	27

c)	
Morley	140
Fremantle/Cockburn	129
Joondalup	139
Rockingham	85
Belmont	79
Canning	99
Circle Route	20
Claremont	60
Kalamunda	30
Marmion	135
Midland	34
Southern River	63

Note:

- Transperth audit a random sample of the operated trips per contract area, per month.
- The parameters for failing to meet on-time running are:
  - Any trip not carried out by the contractor (missed trip)
  - Any trip departing early from termini or Designated Timing Point (early trip)
  - Any trip departing in excess of 4 minutes late from termini or a Designated Timing Point (late trip).

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**Public Transport Authority**

*Question No 33: Hon Ken Travers asked – what were the ten worst bus routes for buses failing to meet the on-time running benchmark in:*

- a) March 2012;*
- b) April 2012; and*
- c) May 2012?*

Answer:

- (a) 920, 103, 102, 37, 99, 106, 467, 36, 55, 98
- (b) 106, 502, 212, 39, 920, 37, 507, 389, 940, 72
- (c) 940, 507, 22, 354, 386, 920, 212, 37, 400, 206

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 34: Hon Ken Travers asked – what is the total number of scheduled trips for each of these routes in each month?*

Answer:

The data shown below refers to the bus routes as outlined in *Question No 33*.

(a) 3357, 2619, 2255, 3785, 3152, 3512, 1538, 1239, 1154, 3,055.

(b) 3186, 1796, 1779, 1880, 3058, 3378, 3489, 1361, 2924, 2523.

(c) 3250, 3953, 2909, 3031, 1904, 3473, 2092, 3927, 3397, 2759.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 35: Hon Ken Travers asked – does the PTA record the number of buses that fail to meet the on-time running benchmark in peak periods, and if yes, what was the percentage of buses that failed to meet the benchmark during peak period in:*

*d) March 2012;*

*e) April 2012; and*

*f) May 2012?*

☐ Answer:

No the Public Transport Authority does not separately record the number of buses that fail to meet the on-time running benchmark in peak periods.

☐



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**Public Transport Authority**

*Question No 36: Hon Ken Travers asked – could you please table for September 2011 the same details, and in the same format, as was included in the document tabled with this Committee at the ongoing estimate hearing on 9 December 2008 that was titled “Total boardings at interchanges and transfers from bus to train on weekdays for each station on the Perth Urban Rail Network (ie excludes weekends and one public holiday)”?*

*Can you please table a similar document with this information for March 2012?*

Answer:

Please see the attached excel spreadsheets.

**Total boardings at interchanges and transfers from bus to train**

**Weekdays September 2011 (ie excludes weekends)**

	Initial boardings	SmartRider transfers	Total	Total
	Total	Total	transfers	boardings
<b>Armadale/Thornlie Line</b>				
Armadale	27,585	4,050	8,467	36,052
Kelmscott	28,277	5,511	9,569	37,846
Gosnells	23,279	5,389	9,817	33,096
Maddington	18,655	6,018	8,776	27,431
Thornlie	29,523	10,251	14,396	43,919
Cannington	37,902	18,848	27,387	65,289
Oats Street	33,542	19,267	26,070	59,612
<b>Fremantle Line</b>				
Fremantle	72,678	17,933	28,771	101,449
Cottesloe	12,901	949	1,250	14,151
Claremont	34,242	6,087	7,960	42,202
Shenton Park	17,054	1,995	2,569	19,623
Subiaco	61,263	10,542	12,862	74,125
<b>Joondalup Line</b>				
Clarkson	63,748	16,426	27,391	91,139
Joondalup	79,422	20,234	28,961	108,383
Whitfords	48,163	32,229	46,496	94,659
Warwick	67,917	37,611	53,432	121,349
Stirling	48,662	41,509	56,832	105,494
Glendalough	59,296	18,305	27,541	86,837
<b>Mandurah Line</b>				
Mandurah	64,227	10,656	19,199	83,426
Warnbro	41,673	11,062	17,172	58,845
Rockingham	43,414	15,834	29,155	72,569
Wellard	19,710	1,355	2,596	22,306
Kwinana	25,289	5,255	9,224	34,513
Cockburn Central	70,429	23,900	33,404	103,833
Murdoch	69,689	74,568	96,559	166,248
Bull Creek	45,897	47,326	58,772	104,669
Canning Bridge	23,671	41,205	49,006	72,677
Esplanade	210,708	41,858	48,581	259,289
<b>Midland Line</b>				
Midland	57,636	16,148	28,339	85,975
Bassendean	34,121	12,060	21,455	55,576
Bayswater	33,530	6,064	8,510	42,040

Note: Interchanges are train stations identified on time tables as providing for bus transfer.

Total boardings at interchanges and transfers from bus to train

Weekdays March 2012 (ie excludes weekends and public holidays)

	Initial boardings	SmartRider transfers	Total transfers	Total boardings
	Total	Total		
<b>Armadale/Thornlie Line</b>				
Armadale	29,030	4,388	9,031	38,061
Kelmscott	30,789	5,877	10,583	41,372
Gosnells	23,420	5,351	9,604	33,024
Maddington	19,696	6,497	9,443	29,139
Thornlie	29,591	12,030	16,655	46,246
Cannington	39,108	21,341	30,814	69,922
Oats Street	34,332	20,893	27,655	61,987
<b>Fremantle Line</b>				
Fremantle	79,877	18,269	28,773	108,650
Cottesloe	17,400	1,138	1,621	19,021
Claremont	34,470	6,066	7,727	42,197
Shenton Park	18,803	2,085	2,664	21,467
Subiaco	61,601	10,153	12,326	73,927
<b>Joondalup Line</b>				
Clarkson	68,244	19,869	32,496	100,740
Joondalup	96,433	22,950	33,037	129,470
Whitfords	50,433	37,670	54,784	105,217
Warwick	73,605	45,512	64,847	138,452
Stirling	52,468	44,850	60,244	112,712
Glendalough	61,268	20,350	30,607	91,875
<b>Mandurah Line</b>				
Mandurah	72,439	14,718	26,684	99,123
Warnbro	46,774	14,298	21,308	68,082
Rockingham	47,691	19,500	34,659	82,350
Wellard	22,320	1,645	3,075	25,395
Kwinana	31,161	6,732	11,420	42,581
Cockburn Central	74,433	27,028	37,487	111,920
Murdoch	74,649	90,017	115,679	190,328
Bull Creek	46,721	51,515	63,942	110,663
Canning Bridge	27,443	56,871	66,679	94,122
Esplanade	221,875	60,287	69,596	291,471
<b>Midland Line</b>				
Midland	62,882	17,899	29,891	92,773
Bassendean	35,225	13,645	23,756	58,981
Bayswater	34,586	5,687	7,654	42,240

Note: Interchanges are train stations identified on time tables as providing for bus transfer.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**TUESDAY, 3 JULY 2012**

**Public Transport Authority**

*Question No 37: Hon Ken Travers asked – what work has been undertaken on the new Volvo articulated buses since the recall notice was issued?*

Answer:

The Public Transport Authority's (PTA's) fleet of Volvo articulated buses have had an upgraded turntable dampening control unit adaptor plug fitted since the safety alert was issued by Volvo Bus Australia in May 2012.

The upgraded control unit adaptor plugs have been replaced by Volvo Bus Australia as a precautionary measure as outlined in the safety alert. No faults were found with the PTA buses during the replacement program. All Volvo articulated buses have now been returned to normal service duties.